[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the F6 Extension.

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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

Yours sincerely,

[redacted]

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[redacted]



Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

I object to the F6 Extension as it will fail everyone, especially those that need to drive.

I object to a transport solution that involves unfiltered exhaust stacks and portals located close to schools, homes and kids sports fields. Why aren't the thousands of children that attend schools like Brighton-Le-Sands Primary, Arncliffe Primary, St. Francis Xavier Catholic Primary, St Peters Primary, McCallum's Hill Primary, Haberfield Primary to name just a few worth the cost of stack filtration? Stacks and portals are a powerful source of pollution. Of particular concern are the ultra-fine nano particles, PM1, that are so small they can get into the cells of our lungs. Air pollution kills more than car accidents.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair, as it comes at the end of the project where funds are limited.

The EIS indicates that the pond at Bicentennial Park will be eradicated if this project goes ahead. Murray River short neck turtles inhabit this pond and that birds such as Spoonbills and Great Egrets are feeding here.

The RMS claim that the F6 Extension will reduce emissions (which could be held as minimising the impact on the environment) does not hold up. No credible authority in the world today would suggest that building freeways is the solution to cutting national greenhouse emissions.

The EIS acknowledges that at tunneling at 35 metres and less causes a real risk of damage to homes due to settlement (ground movement). There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However, there are many reports that RMS deny new and significant

cracking in people's homes was caused by construction, putting the blame on "settlement" or "drought". Given that many homes have stood the test of time for half a century or more, these excuses are not acceptable.

The F6 should not be approved with such tunneling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It has lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to construction works, with no assurance that their property damage will be promptly and satisfactorily fixed.

The WestConnex series of projects present challenges and difficulties that have not been faced in modern densely populated Australian urban environments. The initial approvals for the M4 widening, M4E, & New M5 have highlighted limitations of the review of approval mechanisms, when modeled projections and predictions are contradicted by the actual outcomes. The public have discovered that there are multiple restrictions to gaining satisfactory resolutions to problems, because the proponent responds that they are working within approvals already granted. Whilst the initial approvals may have been granted based on information that the Minister received at the time, subsequent experience has demonstrated that many concerns raised by residents to the M4E and M5 EIS were in fact inaccurate. This was a key issue at the Parliamentary Inquiry to WestConnex.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation, particularly in light of the unlivable conditions already imposed on residents of Haberfield, Ashfield, St Peters and Arncliffe.

The complaints process is inadequate. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment. Some negative impacts include: • Environmental (such as urban sprawl, smog and air pollution) • Economic (from providing urban infrastructure across a more dispersed geographical area) and • Social (including isolation, economic stratification of areas and reduced access to public services).

Not everyone can use a public transport service for all of their trips. But getting an increased percentage of trips onto public transport has benefits for the whole community. Reducing our car dependency is a cornerstone of most modern planning objectives. Improved health, reduced stress and less wasted time are benefits that most people can get from reduced car dependency.

In the heyday of freeway building in the 1950s, the well-known architect and urbanist Lewis Mumford warned that trying to cure traffic congestion with more road capacity was like trying to cure obesity by loosening your belt. The result of too much belt-loosening can be seen throughout the USA, where 'suburban gridlock' is endemic. With each new road we have imported more of this problem; we should avoid making it any worse.

NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

We need more and better public transport to keep Sydney moving.

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

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

Yours sincerely,

[redacted]

[redacted]



Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

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I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

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Yours sincerely,

Vasiliki Tsiavos

[redacted] Brighton-Le-Sands NSW 2216, Australia

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[redacted]

[redacted]

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

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

Yours sincerely,

Helen Polidano

[redacted]

[redacted]

Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My reasons for objection to the F6 Extension:

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment. Some negative impacts include: • Environmental (such as urban sprawl, smog and air pollution) • Economic (from providing urban infrastructure across a more dispersed geographical area) and • Social (including isolation, economic stratification of areas and reduced access to public services).	Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.
The air quality assessment has not predicted concentrations of air pollutants on elevated receptors. Experience elsewhere shows that higher concentrations of air pollutants will be experienced by receptors that are elevated above the ground when emissions occur from an elevated emission source. For example, the upper floors of a multi-storey building may receive higher concentrations of air pollutants from a stack or vent than are experienced at ground level. No justification is provided for this omission, which is particularly significant given the number of multi-storey buildings that already exist in the area, and the high number of medium-to-high rise developments planned.	I object to a transport solution that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary St Peters primary, Arncliffe primary, St. Francis Xavier Catholic primary and many other schools and day care centres exposed to

	dangerous pollution worth the small cost of stack filtration?
Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.	The business case for the project for the first three stages has failed to take into account the external costs of these massive road projects in air pollution for human and environmental health, in adding fossil fuel emissions to increase global warming effects, and in the economic and social costs of the disruption to human activities, of displacement of people and businesses and of the destruction of community cohesion and amenity. These external costs far outweigh any benefits from building roads which poorly serve people's transport needs but instead enrich private corporations
Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation, particularly in light of the unlivable conditions imposed on residents of Haberfield, Ashfield, St Peters and Arncliffe right now.	No credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increasses in vehicle kilometres travelled (VKT) would somehow result in a net reducton in greenhoouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.
I further object:	

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

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

Name [redacted] .....

Addre [redacted] .....

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Email [redacted] .....

Signa [redacted] .....

Infrastructure Projects, Planning Services,
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My submission objecting to the F6 Extension:

There has been no authentic consideration for alternatives, in particular a major expansion of commuter rail transport. The Department of Planning should reject this inadequate EIS and conduct a full investigation into the flawed processes that have led to already massive expenditure on privatised toll roads. I object to a proposal that is so out of step with contemporary urban planning.

It is stated in the EIS (V1a) that travel patterns are changing, with the usage of public transport increasing greater than population growth. The trend of a modern commuting population is that driving is declining, particularly for under 30's replaced by public transport and ride share as key travel modes. It's no coincidence that the use of public transport is greater in LGA's where connected and frequent options are available, compared to LGA's with high car use where public transport has a poor service of frequency, lower levels of access and longer travel times. It is false, therefore, to claim that people prefer to drive, when for most, there is no choice.

Yet, the EIS later contradicts this fact with the statement "demand for mobility by road travel is forecast to continue to grow". Given that it is public transport usage that is growing at a much faster rate, why has this more efficient option been precluded from an in-depth analysis?

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Intergenerational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950s, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

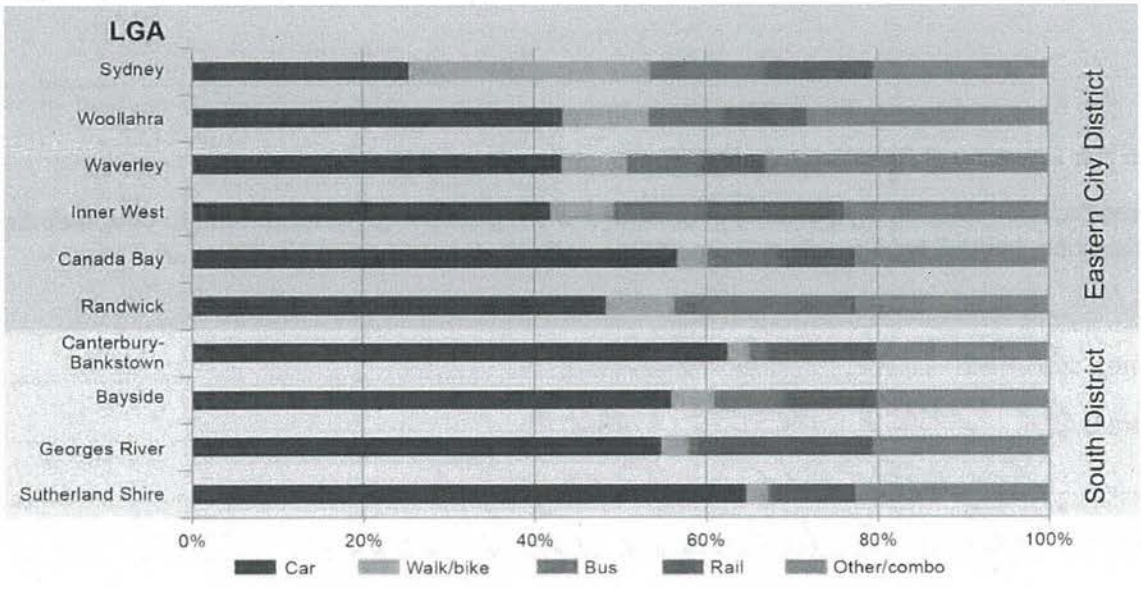


Figure 4-2 Sydney Travel to work data (2016)

The EIS indicates that the pond at Bicentennial Park will be eradicated if this project goes ahead. Murray River short neck turtles inhabit this pond and that birds such as Spoonbills and Great Egrets are feeding here. This loss of habitat is unacceptable at a time when biodiversity across the world is declining.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failue in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that unfiltered exhaust stacks are located in our residential areas within close proximity of school children. Common and best practice in developed countries is to install filtration systems in urban tunnels. I object to the false reassurances by the project team using engineering jargon and quoting health statistics which had been calculated on best case scenario guesses.

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

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

Name..[redacted]

Addres

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Email...

Signatu

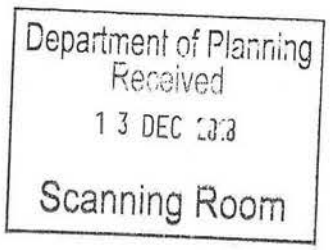


Department of Infrastructure Projects, Planning Services

Of Planning and Environment

GPO Box 39

SYDNEY NSW 2001



10th December 2018

APPLICATION NUMBER : SS1 17_8931

Dear Sir/Madam

I am writing to strongly object to the proposed F6 freeway as this freeway will have a, severe negative impact on the residents living in the immediate surrounding areas.

I have been a resident in President Avenue for 48 years and have watched and endured major difficulties with the increase in traffic in President Avenue and West Botany Street over the last decade. I met with three representatives from the RMS last week to voice my concerns regarding my personal difficulties in trying to enter my property in President Avenue, where I have been basically boxed in, and getting in and out of my driveway at present can be rather risky and I sincerely fear for my safety with the proposed increase in traffic that the F6 will bring.

In 1991 the Trove report recommended that public transport should be the focus of the State and Federal governments, as increasing freeways would just mean an increase in cars on the road, and here we are nearly 30 years later suffering exactly that - severe congestion affecting almost every freeway/ arterial road in Sydney and a proposal to further increase the amount of cars by constructing a 4 Km freeway which will pour into an already heavily congested thoroughfare, President Avenue. Those billions of dollars can be put to far better use that would accommodate far more people and be more environmentally acceptable.

The construction site that is being proposed will be in President Avenue, right in the middle of our beautiful wetlands which is home to many species of wildlife not least of all turtles, frogs, fish and amazing birds. The proposed five year construction plan will decimate this wild life. The proposed site is also in the middle of a park that sits alongside a soccer club and recreational park frequented by many families in the area. Due to the noise and pollution that will be created by the tunnelling the EIS states that they may not be able to use the park for FIVE YEARS! This is unacceptable!

There is a proposal to remove many of the oldest (and biggest) trees in the park to allow for wider lane access. These magnificent trees do a great deal at present to help with the noise and air pollution, by removing them and increasing traffic we will be hit with a double whammy! Less green space and more pollution!

The parking situation presently in and around President Avenue, is almost none existent so people park in many of the side streets which create issues for residents in those streets. For the RMS to propose that they will have to build a temporary car park to accommodate their workers and machinery in this same area is shear madness. It is a main thoroughfare with very few access streets, it will be a nightmare for the residents and commuters alike.

There are four schools, a TAFE a handicapped facility and a soccer club which will all be affected with the RMS's proposed F6. This is a road to nowhere – it's just going to temporarily move a bottle neck from somewhere else and place in President Avenue – very bad short term thinking.

Out West Councils have been given millions of dollars to beautiful their green spaces to enhance the lifestyle of their community, whilst here there seems a desperate need to do the exact opposite to a community which has little of the same green spaces they have.

If you were to consider the upside to this project it would be for those who will get the contract to build it – there will be no other winners. The commuters will not be getting anywhere any faster and the community along with the flora and fauna will suffer irreversible damage.

This proposed project has caused much angst in our community and I don't believe the RMS has properly considered our many major issues, not least of all the destruction of our lifestyle.

[redacted]

Please exclude my personal information when publishing this submission to your website.

Infrastructure Projects, Planning Services, Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

I object to the F6 Extension for the following reasons:

I object to the WestConnex – F6 Extension as it is focussed only on improving motorway access, showing that at the heart of the proposal there is an agenda to only build a new motorway and to shape all justification around this, rather than authentically considering and analysing true alternatives. This demonstrates the cynical way in which the Proponent and Government is trying to push this toll road project onto a community that clearly does not agree with the need for it, or with the approach being taken by the Government.

I object to this massive waste of our public funds. We can never provide enough road capacity to cater for the huge latent demand for car travel in a highly populated and fast-growing city. Investing in urban road expansion to 'fix congestion' is essentially a huge waste and based on unsound economic reasoning. We need more and better public transport alternatives, which will also benefit those that need to drive.

Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

More and more cities around the world are coming to this realization and demolishing their freeways, not building new ones. Given this, why is the NSW Government so completely out of step with contemporary transport solutions?

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

Concentrating business and recreational opportunities in one part of a city has led to congestion and high house prices, creating "transport poverty in suburban and remote regions.

"There does come a point where you can't simply keep putting more and more cars on the road or use trucks, which of course are mostly diesel, to deliver freight," Australia's former chief scientist, Ian Chubb. "There does come a point where traffic congestion becomes so great that cities grind to a halt and pollution particles ... make residents chronically ill," he continued. "Some experts say that we're starting to reach that tipping point in urban mobility and urgent action is needed."

The most efficient way to accommodate the transport and accessibility needs of a growing population is through mass transit and better land use-transport integration. Urban motorways are a very inefficient way of moving people around. A single traffic lane can transport a maximum of only 2700 people per hour (in ideal conditions); a single railway line can transport 24,000 people per hour. It is preposterous that given our rail system is at capacity that this wasn't considered the highest priority to invest our public funds. I object to the F6 extension, as it is rail, not tolls we critically need.

The F6 will fail everyone, including those that need to drive.

Road performance is dependent on the quality and speed of nearby public transport. For example, patronage on the new Gold Coast light rail was beyond expectations, which resulted in an improvement to the travel time on the adjacent Gold Coast Highway. Conversely, changes to Sydney timetables that slowed down the trains resulted in a shift to road causing an increase in congestion.

We already devote 35% of Sydney's real estate to roads and parking, which is on par with other cities. Yet more is never enough. Where we differ from contemporary cities is that our public transport system has been largely neglected for decades. We need to focus on expanding our public transport networks to cope with the growing population, now, not in 20 years time.

I further object:

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

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

Name [redacted] .....

Addre [redacted] .....

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Email [redacted] .....

Signat [redacted] .....

Infrastructure Projects, Planning Services,
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My submission objecting to the F6 Extension:

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 overwhelmingly opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first three stages.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance travelled disadvantages people who live further south and west of the Sydney region. I further object that the first exit from Kogarah is St Peters, which will impose two tolls – the F6 and M5. St George residents who use the F6 would be dumped into an inner west traffic jam. This is not an appropriate standard of transport planning.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children.

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in liveability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise".

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

I object that there is an inadequate complaints process in place. Communities have long complained of many consecutive nights of high impact noise, yet are usually denied relief housing or such relief is adhoc. A family down the road may receives alternate accomodation, yet those nearer to construction does not.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, inhouse noise attenuation as such noise is deemed "temporary". Four years of noisy construction cannot be regarded as "temporary".

The whole Westconnex system will increase greenhouse gas emission in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the F6 project against a 'do nothing' scenario to claim a reduction in greenhouse gas emissions.

In addtion, no credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increasses in vehicle kilometres travelled (VKT) would somehow result in a net reducton in greenhoouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.

I object that the details of the Transurban acquisition is hidden from the public. There is little doubt that cosy deals struck by Transurban would include "no compete" clauses. Such clauses mean that improvements in our public transport system will be stymied until 2060, when Transurban's lucrative toll concessions expire.

Traffic conditions are already barely tolerable and our quality of life is being severely threatened with the proposed additional traffic

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

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

Name [redacted]

Addre [redacted]

[redacted]

Email. [redacted]

Signat [redacted]

Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My reasons for objection to the F6 Extension:

It is stated in the EIS (V1a) that travel patterns are changing, with the usage of public transport increasing greater than population growth. The trend of a modern commuting population is that driving is declining, particularly for under 30's replaced by public transport and ride share as key travel modes.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Intergenerational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950s, already outdated before it is built, and represents a significant waste of public funds. I therefore request the Secretary to refuse approval to the F6 extension.

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment. Some negative impacts include: • Environmental (such as urban sprawl, smog and air pollution) • Economic (from providing urban infrastructure across a more dispersed geographical area) and • Social (including isolation, economic stratification of areas and reduced access to public services).	NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.
For the 40 years from 1970 over 120 kms of motorway had been constructed, much of it financed by the private sector and funded through tolls, while only 14 km of rail line has been provided. Although the construction of a motorway network was appropriate to support freight and commercial traffic, the failure to provide a complementary public transport network means that traffic on these motorways will reach capacity much more quickly and they will then play a much less effective role in supporting the regional economy	Road performance is heavily dependent on the quality and speed of nearby public transport. We are grinding to a halt as insufficient investment in public transport has occurred for decades due to successive governments focus on roads. A city without decent public transport is a city that regularly grinds to a halt, which is exactly what is occurring.
Improvements to the Illawarra passenger and freight rail line would also avoid multiple sets of traffic lights and provide employment, reaching	The decision not to benchmark the cost of the toll road against the cost of rail solutions represents a serious and significant

ones' destination much faster and no problems finding parking. It would also result in less damage to communities, enhance property values, and produce less pollution. The only loser of this strategy are toll road operators. I find it disappointing that our Government issued a cabinet direction in place not to consider other options must not preclude the consideration of public transport. On this basis I object to the F6, as it is not for public benefit.	shortcoming of the F6 Extension EIS and Business Case. It is not acceptable that a range of design and location options were considered, but only in the context of a tolled and untolled road-based solution. This does not comply with the SEARS. There has been no authentic consideration for alternatives, in particular a major expansion of commuter rail transport. The Department of Planning should reject this inadequate EIS and conduct a full investigation into the flawed processes that have led to already massive expenditure on privatised toll roads. I object to a proposal that is so out of step with contemporary urban planning
I object that unfiltered exhaust stacks are located in our residential areas within close proximity of school children. Common and best practice in developed countries is to install filtration systems in urban tunnels. I object to the false reassurances by the project team using engineering jargon and quoting health statistics which had been calculated on best case scenario guesses.	The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.
I further object: I have avoided so many area musts with the existing traffic conditions could fear the worst with the proposed increase in traffic	

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

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

Name [redacted] .....

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Email [redacted] .....

Signa [redacted] .....

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the F6 Extension.

Firstly because the entire community living on [redacted] in the suburbs of Kogarah, Monterey, and directly behind on each side in Rockdale. Brighton Le Sands as well as Sans Souci. Will be dissected, separated and isolated from one another by the closure of streets of direct access onto President Ave as well as the influx of 2,000 trucks a day (as the government literature states). This makes it extremely dangerous and or very difficult for locals to go about doing daily needs, going to work, to Kogarah station. driving children to school or even walking to school, going to local shopping centres, doctors or local hospital. There will also be extra congestion main off streets with traffic lights accessing President Ave as they will have delayed timing to allow for better flow of more traffic coming onto President Ave from F6. Princess Hwy and Grand Parade.

Objection to F6 is warranted on the increased possibility of lives and property being put at risk by decreasing access for emergency services such as ambulance and fire brigade due to street closures off President Ave. allowing minimal access in and out of area between President Ave and Marsh Street.

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other

intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to the F6 Extension for the many, many, people I have spoken with over the last year that do want this project to go ahead as they had objected the last time it was raised by previous State governments and was defeated due to the facts presented similar to these submissions and was agreed that better public transport was the only justifiable answer. The sad fact is so many in this community and other communities believe the is no point in objecting about the F6 project in writing or verbal as this State Government does not listen, care or act on any ones concerns or ideas, let alone rectify any damage or financial loss or take responsibility for wrong decisions . Too many people from all walks of life have expressed the similar sentiment but also said the will write their objections in March '19?

I object to F6 purely on facts that apart from massive costs that is bound to blow out, and apart from the environmental damage and destruction it will cause and the physical and mental well being of those having to live work or play in and around various areas . The fact that 'ALL ROADS WILL LEAD TO GRID LOCK' in our once beautiful city of Sydney, is reason enough to OBJECT TO F6.

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

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

Yours sincerely,

[redacted]

[redacted]



[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

I object to the F6 Extension as it is instead of more efficient public transport. These toll-roads will add push more congestion into our suburbs.

We can never provide enough road capacity to cater for the huge latent demand for car travel in a highly populated and fast-growing city. Investing in urban road expansion to 'fix congestion' is essentially a huge waste, and should not be built.

We know that urban freeways give a negative return on investment – Sydney's Cross City Tunnel and Lane Cove Tunnel are prime examples. WestConnex will be no different. I object that public funds have been placed at such a risk.

Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

The F6 EIS predicts that by 2036 the St Peter's Interchange will be a carpark, particularly in morning peak where queuing into the new M5 mainline tunnel is anticipated. Inner West communities will be exposed to near a decade of construction, for no public gain. The roads are congested in the time it takes to build.

I object to the overall WestConnex including the F6 Extension as it is an unsustainable transport plan from the 1950s. Many contemporary cities are now pulling down their inner city motorways and replacing with more efficient active and public transport solutions. Why is Sydney so out of step with the modern world?

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.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension that will simply dump more traffic into the Inner West.

The major problem is that the public transport services have not been increased as a result of high car ownership and car ownership has not decreased because public transport has not been improved. This causes car dependence because there are limited affordable or available public transport options to keep the public moving, particularly to the West and South. Sydney needs transport options that are affordable and available.

For the 40 years from 1970 over 120 kms of motorway had been constructed, much of it financed by the private sector and funded through tolls, while only 14 km of rail line has been provided. Although the construction of a motorway network was appropriate to support freight and commercial traffic, the failure to provide a complementary public transport network means that traffic on these motorways will reach capacity much more quickly and they will then play a much less effective role in supporting the regional economy (WSROC, 2008), as we have witnessed many times over.

Very little information about NSW government contracts for the entire WestCONnex project is available to the public, including the Transurban contract to buy 51% of Sydney Motorway Corporation. I am particularly concerned, that given Transurban's reputation for aggressive negotiations we can expect deals like "no compete" clauses. Such clauses will stymie any meaningful investment in our public transport system until 2060 when Transurban's right to toll expires. On this basis I object.

WestConnex and the F6 Extension EIS has failed to adequately consider the wide range of health impacts that such a massive road project brings. It also fails to present alternatives to this project by which to compare the cost-benefit ratio. Transport infrastructure, and thereby large infrastructure projects, have an immense impact on public health by shaping the environment in which we live, work, move and socialise, including:

•safety and the likelihood of injury

•environmental conditions (changes to air, water, noise and soil quality)

•climate change

•facilitation / barriers to physical activity through active transport among other healthy behaviours

•social connectedness (to people and places)

•mental wellbeing (stress)

•access to goods and service

•opportunities for employment

Current air quality standards have failed to keep pace with scientific evidence, and key sources of hazardous air pollutants are not subject to routine or independent monitoring.

I urge the Minister for Planning to reject the F6 Extension. We need to develop regional and suburban mini-cities which provide:

•opportunities for people to work and play closer to home

•transform building stock to net zero emissions

•promote active modes of transport, such as walking and cycling

•deliver more public transport services with improved access

•set ambitious targets for urban greening to create cooler microclimates and improve air quality in urban areas.

We need more and better public transport to keep Sydney moving.

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

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

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[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to F6 project as the community of all stages all the way have not been consulted properly.
There is a division of those in past where it was defeated, believe it will again. There are those that believe there is no point in objecting because this government will go ahead regardless. Very concerning

We need more and better public transport to keep Sydney moving.

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

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

[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I strongly object to the WestConnex F6 Extension as it will cause irreparable damage to the affected areas and beyond. All the communities both local and those visiting or passing through will be seriously impacted by a project that will not provide any relief or improvement.

I object to the F6 because its main objective to get better traffic flow through Southern Sydney will never be achieved. The traffic on The Grand Parade & Southern Cross Drive as well as Qantas Drive was more free flowing before connecting the M5. Currently there is major traffic congestion 6ays a week (Mon-Sat), between the hrs of 6am to 10.30amand 2;30pm to 7;30pm. It appears impossible to understand how a 2 lane tunnel each way joining the WestConnex & M5 will NOT lead to GRIDLOCK. A underground rail network with a train station at President Ave seems a better and cleaner option.

I object The fact that the rest if the project isn't considered as one is a problem. This has been defeated in the past - We do not want a disaster of a road ending at President Ave as a final stop !!!!

What is the urgency in starting ????? PLEASE ASSES PROPERLY

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. The F6 extension is purely to feed more toll-paying traffic onto Transurban's WestConnex.

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 ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on

efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

Already there are families reporting damage caused by WestConnex construction. The RMS 'mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers. The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent.

I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time "savings" of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

The project will reduce social and visual amenity due to the concrete pollution stacks will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity with more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed "temporary". Four years of noisy construction cannot be regarded as "temporary".

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

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

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

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[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. The F6 extension is purely to feed more toll-paying traffic onto Transurban's WestConnex.

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 ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

Already there are families reporting damage caused by WestConnex construction. The RMS 'mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers. The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent.

I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time "savings" of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

The project will reduce social and visual amenity due to the concrete pollution stacks will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity with more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed "temporary". Four years of noisy construction cannot be regarded as "temporary".

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

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

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

Yours sincerely,

[redacted]



[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the F6 Extension.

My objections are mainly due to: the lack of meaningful consideration of improving public transport as an option, the idea that spewing traffic out of a tunnel at President Ave Kogarah will in any way improve traffic congestion, the use of unfiltered stacks, the imposition of more toll roads, the overdevelopment in general and loss of public green spaces and parks.

The artist's impression of the stage 1 exit at President Avenue Kogarah is obviously nothing to do with reality. I find it insulting that these drawings are presented as if it we are supposed to believe it will be.

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become

more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

I object to the F6 Extension.

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school (my son's school), St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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

Yours sincerely,

Alexandra Tsanidis

[redacted] Monterey 2217

_____

[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the F6 Extension in its existing, isolated form that doesn't create the connectivity that the southern suburbs of Sydney really need. The proposed on and off ramp at President Avenue will create so much traffic congestion that all residents within the Moorefield Estate will be prisoners within our own homes with no way of driving out onto President Avenue. The exising right hand turn from President Avenue onto Princes Highway takes 15 mins, making a short 1.5km drive from my house to Kogarah Station into a 25 mins commute. It is utterly disappointing to see RMS making zero attempt at addressing the existing traffic congestion issue. I do not have faith that this will be addressed with the implementation of the F6.

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic

modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]



Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the F6 Extension

The St George District is critically short of open space and sports fields and the proposed route of the F6 will see an unacceptable loss of these.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields; the F6 as proposed poses a real risk for public health. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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

Yours sincerely,

[redacted]

_____

[redacted]

PCU077317

Infrastructure Projects, Planning Services,
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

Department of Planning
Received
29 NOV 2018
Scanning Room

My submission objecting to the F6 Extension:

There has been no authentic consideration for alternatives, in particular a major expansion of commuter rail transport. The Department of Planning should reject this inadequate EIS and conduct a full investigation into the flawed processes that have led to already massive expenditure on privatised toll roads. I object to a proposal that is so out of step with contemporary urban planning.

It is stated in the EIS (V1a) that travel patterns are changing, with the usage of public transport increasing greater than population growth. The trend of a modern commuting population is that driving is declining, particularly for under 30's replaced by public transport and ride share as key travel modes. It's no coincidence that the use of public transport is greater in LGA's where connected and frequent options are available, compared to LGA's with high car use where public transport has a poor service of frequency, lower levels of access and longer travel times. It is false, therefore, to claim that people prefer to drive, when for most, there is no choice.

Yet, the EIS later contradicts this fact with the statement "demand for mobility by road travel is forecast to continue to grow". Given that it is public transport usage that is growing at a much faster rate, why has this more efficient option been precluded from an in-depth analysis?

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Intergenerational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950s, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

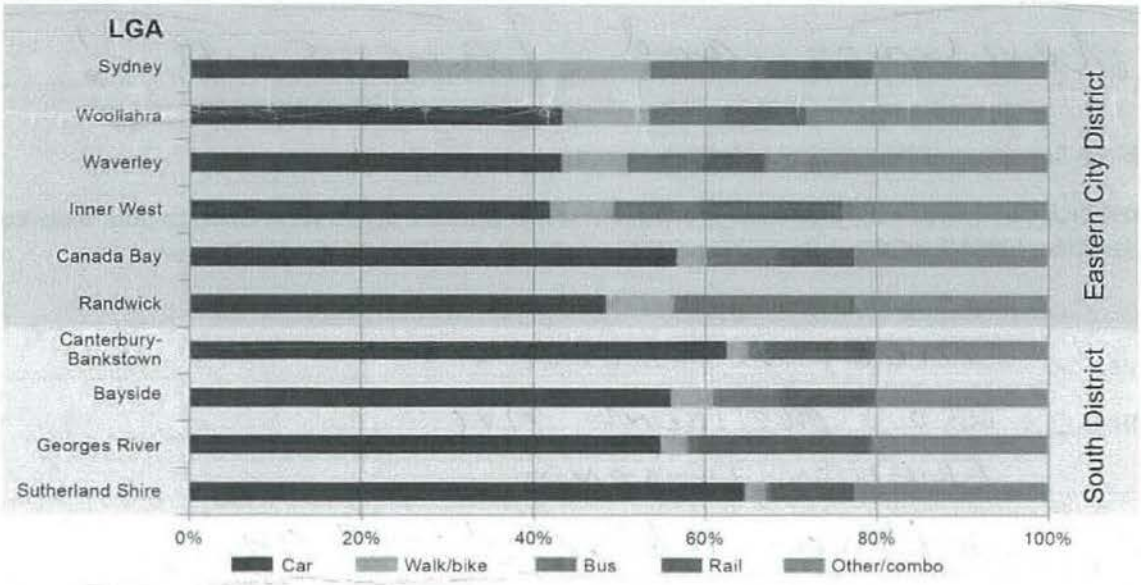


Figure 4-2 Sydney Travel to work data (2016)

The EIS indicates that the pond at Bicentennial Park will be eradicated if this project goes ahead. Murray River short neck turtles inhabit this pond and that birds such as Spoonbills and Great Egrets are feeding here. This loss of habitat is unacceptable at a time when biodiversity across the world is declining.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failue in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that unfiltered exhaust stacks are located in our residential areas within close proximity of school children. Common and best practice in developed countries is to install filtration systems in urban tunnels. I object to the false reassurances by the project team using engineering jargon and quoting health statistics which had been calculated on best case scenario guesses.

I cannot understand, in this day and age that our government has allowed the unfiltered exhaust stacks. This is actually criminal! I see a cancer cluster developing and I am sure!

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

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

Name MERSINI FLEVARIS

Address [redacted]

BRIGHTON-LE-SANDS

Email [redacted]

Signature [redacted]

Infrastructure Projects, Planning Services, Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

I object to the F6 Extension for the following reasons:

I object to the WestConnex – F6 Extension is it is an unsustainable transport plan from the 1950s. Many contemporary cities are now pulling down their inner city motorways and replacing with more efficient active and public transport solutions. Why is Sydney so out of step with the modern world?

The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast. The project will reduce social and visual amenity due to the concrete pollution stacks will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity (more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

I object that unfiltered exhaust stacks are located in our residential areas within close proximity of school children. Common and best practice in developed countries is to install filtration systems in urban tunnels. I object to the false reassurances by the project team using engineering jargon and quoting health statistics which had been calculated on best case scenario guesses.

I am very concerned that a federally funded National Health and Medical Research Council have commented on how difficult it was to obtain data about some Australian tunnels.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object that there is an inadequate complaints process in place. When residents try to use these mechanisms to raise concerns, they often find themselves blocked. It is frustratingly difficult to hold the RMS and its contractors accountable for their actions. WestConnex aim to reduce complaints to nil. Not by acting and resolving issues, but by inaction hoping residents would give up. WestConnex rely on complaint fatigue to conclude "complaints are down, therefore issue fixed".

I object to this massive waste of our public funds. We can never provide enough road capacity to cater for the huge latent demand for car travel in a highly populated and fast-growing city. Investing in urban road expansion to 'fix congestion' is essentially a huge waste and based on unsound economic reasoning. We need more and better public transport alternatives, which will also benefit those that need to drive.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible scraps to replace lost community assets it is unlikely these will

occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

More and more cities around the world are coming to this realization and demolishing their freeways, not building new ones. Why is the NSW Government so completely out of step with contemporary transport solutions?

I object that the sole purpose of the F6 is to feed more traffic onto the WestConnex M5. Leaked documents reveal that Transurban, having recently acquired 51% of WestConnex, will reap millions in compensation payments if the F6 is not built. This is not transport planning. This is handing over public money to private corporations.

I further object:
My main concerns is the unfiltered smoke stacks and traffic on President Ave. My children go to Brighton-le-sands public school and I live on President Ave. This freeway will affect our livelihood and has forced us to consider decisions (like moving) that we would not otherwise be entertaining.

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

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

Name..... MERSINI FLEVARIS

Address..... [redacted]

BRIGHTON-LE-SANDS

Email..... [redacted]

Signature..... [redacted]



Attn: Director
Infastructure Projects, Planning Services
Dept of Planning and Director
Infastructure Projects, Planning Services
Dept of Planning and Environment
Application Number SSI 17_8931
GPO Box 39 Sydney NSW 2001

Re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

Objection to the F6 Extension Stage 1

As a local resident, I strongly object to the F6 Extension Stage 1 which will have a hugely detrimental impact to the St George community's health and wellbeing.

NEGATIVE ENVIRONMENTAL IMPACTS:

- I object to the proposed loss outlined in the EIS of 41 significant and mature native trees, as well as hundreds of others, which will be replaced after construction only with low-level trees and shrubs. Bayside Council's tree canopy is only at around 12.3%, and with the increased high-rise development around Rockdale, Kogarah and Ramsgate, we need parks and recreation spaces as well as mature places for wildlife more than ever.
- I object to the destruction of the wetlands and parks and the ground level pollutants that will occur during construction, increasing the risk of contamination to other nearby waterways including Cooks River.
- I object to the "cut and cover" approach ploughing through precious playing fields just metres from Brighton-Le-Sands Public School which will result in dust and other pollutants, echoing what's happening at Haberfield and St Peter's.
- I object to the proposed unfiltered exhaust stacks, metres from homes and Brighton-Le-Sands Public School. These towers will impact the high-rise apartments, hospitals and schools nearby. Fine particle pollution can cause lung cancer and other diseases.

TRAFFIC IMPACTS:

- I object to the F6 because it will have no benefit to our community. Traffic for the F6 will all feed into President Avenue, Kogarah, which is busy enough as it is. Increased traffic at the corner of Princes Highway and President Avenue is a concern for pedestrian safety and will impede access to hospitals and schools.
- The F6 extension will divide our community, quite literally. The pedestrian access "footbridge" is only one point where we would be safely able to cross and there are proportionally more elderly residents in the area who want a swift route.
- Public transport is already scarce enough in our area, and more traffic on President Avenue will slow down travel times from buses going to/from stations.
- O'Connell Street, Monterey is predicted to have more heavy traffic including noisier and larger vehicles which could impact on our health and wellbeing; the "calming" measures do not solve the problem and could make routes even slower, thus directing them to Grand Parade instead.

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3 DEC 2018
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- Banks St, Solander St and other side streets off O'Connell St will become busier for northbound cars cutting across to the F6 from the Grand Parade and avoiding turning left into President Avenue from Grand Parade. These are quiet residential streets with many elderly people and children.

HEALTH CONCERNS DURING CONSTRUCTION AND BEYOND:

- The impacts will not stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result.
- I object to the construction fatigue and noise disturbances outlined in the EIS which states that more than 100 homes in the vicinity are going to bear the brunt of the construction noise to such an extent that it may disturb sleep and have negative health impacts. This noise could happen 24 hours a day, 7 days a week. Not to mention homes outside of this in Kogarah and Arncliffe that will deal with spoil haulage along the route at all hours.

The F6 extension is not a good idea. To save only a few predicted minutes of travel time from Kogarah to the city is just not worth a multi-billion-dollar project when alternatives such as public transport are available. Not only the financial costs, but the loss of dozens of mature trees, the destruction of the pathways and wetlands and importantly the ongoing negative health impacts with extra traffic, pollution and reduced walkability to what is currently a pleasant suburban area.

Issues raised at the Parliamentary Inquiry into Westconnex are alarming; families have been forced out of homes and residents have not been compensated for damaged property. We don't want this to be repeated with an F6.

In addition we object to the mere 35 days the community has had to write an objection to this.

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

I further object:

Yours sincerely,

[redacted]

[redacted]

[redacted]

Content:
I object to the F6 Extension Stage 1 and so does my granddaughter. We object to the intersection going through Monterey and Brighton-Le-Sands - the loss of precious parklands, wetlands and the Memorial Fields next to Brighton Le Sands Public School.
The unfiltered exhaust stacks proposed near to the school and residential areas are alarming.
We object to the increase in traffic around our local streets which will cause bottlenecks around O'Connell St, Banks St and President Ave at Grand Parade. There will be a decrease in walkable areas. We object to four years of noisy disruption and construction as well as the dust and 24/7 tunnelling.

We ask the secretary of planning to refuse this project.

[redacted]

Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

I object to the F6 Extension because
it is too close to the School



First name only [redacted]
Don't put your last name here

..... Aged. [redacted]

ATTENTION DIRECTOR TRANSPORT ASSESSMENTS. DPS
SUBMISSION F6 EXTENSION MADE BY.



① R.E. HAYES
[redacted]
RAMSGATE BEACH
NSW 2217

Department of Planning
Received
29 NOV 2018
Scanning Room

② NAME OF APPLICATION
INCREASED TRAFFIC IN LOCAL STREETS SOUTH OF PRESIDENT AVENUE.

③ APPLICATION NUMBER SSI-8931

④ DO NOT SUPPORT THE PROPOSAL AS THE F6 SHOULD BE CREATED IN IT'S COMPLETE FORM THAT WAS DESIGNED 60 YEAR AGO OR NOT AT ALL.

⑤ (A) THE F6 EXTENSION WILL CAUSE TRAFFIC CHAOS IN SUBURBS SOUTH OF PRESIDENT AVENUE ESPECIALLY O'CONNEL ST AND CHUTER AVENUE WHICH IS THE MOST DIRECT ROUTE TO THE F6 EXTENSION AND WILL NO DOUBT ATTRACT A MULTITUDE OF RAT RUNNERS
(B) AS STATED BY THE PLANNERS OF THE F6 EXTENSION THE STREETS NORTH OF PRESIDENT AVENUE WILL BE RETURNED TO THE PEOPLE BUT THIS WILL BE AT THE EXPENSE OF THE PEOPLE IN SUBURBS NEAR IT TO THE SOUTH
NONE.



Attention Director
Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My objection to the F6 Extension:

I object to the F6 Extension as there were many issues raised by witnesses at the Parliamentary Inquiry into Westconnex Impacts that makes me very concerned:

That families across the Westconnex route are reporting being forced from their homes with compensation significantly less than market value.

That despite reassurances, the RMS are not compensating families for damaged property.

That Westconnex and the F6 extension is instead of the public transport initiatives that had been originally devised by transport experts for the NSW Transport Master Plan in 2012.

That unfiltered exhaust stacks, that are dangerous to our health, are located near schools, homes and sportsfields. I consider not filtering the stack is due to cost cutting and is not world best practice.

That the promise of sharing air quality data with schools has not occurred. St Peters and Haberfield primary schools are an example where children are exposed to very high levels of pollution, but no-one thought to tell the parents.

That mitigation measures to reduce the impact on sensitive receivers is poorly managed.

That resident complaints are ignored or the severity is watered down.

That the promised in-house noise attenuation has turned out to be a protracted sitution for many families.

That the promise of urban repair on completion is either not completed, or completed only in part.

That travel time savings of a few minutes will be quickly eroded by induced traffic, yet the community has lost valueable parks, endured years of construction, and will be exposed to higher levels of traffic pollution.

That the community information sessions do not supply the detailed information residents need.

That the Department of Planning seems unwilling or unable to enforce compliance to the Conditions of Approval, which has left communities unprotected.

Furthermore, I object to the F6 extension for the following reasons:

That the F6 extension details are only being released to the public in stages, making it difficult to evaluate the long-term impact on my community.

That the Government had issued a cabinet direction to Transport NSW to ignore rail improvements as an alternative. Leaked documents reveal that improving the Illawarra rail line would move ten times the volume of people than the F6 toll-road, at a fraction of the cost.

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That the 35-day time frame granted to communities to analyse the substantial EIS is insufficient. If the Government is serious about community consultation this would have been extended to 90 days.

That the public have been locked out of any meaningful conversation on how we want our transport network shaped. For decades our rail system has suffered serious under-investment, yet this is our best way to reduce congestion on our roads by giving commuters an alternative and thus revitalise urban environments.

That NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

I further object:

Disruption of human life for over 4 years is disgraceful.

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

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

[redacted]



Attention Director
Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

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Department of Planning
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30 NOV 2017
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That NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

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I further object: to road widening that will occur to funnel even more traffic from President Ave to Grand Parade. Not only will the traffic become more dense, we will also lose valuable greenspace and tree canopy to yet more cars. We cannot and should not let cars take over our open spaces any more than they already have.
I object to ~~there~~ being no dedicated bus lanes on new roads to shift larger volumes of people more efficiently.

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

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

[redacted]

Infrastructure Projects, Planning Services, Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001



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Received
2 8 NOV 2013
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My objection to the F6 Extension.

The F6 toll-road extension will fail everyone, especially those that need to drive.

We already devote 35% of Sydney's real estate to roads and parking, which is on par with other cities. Yet more is never enough. Where we differ from contemporary cities is that our public transport system has been largely neglected for decades. We need to focus on expanding our public transport networks to cope with the growing population, now, not in 20 years time.

The most efficient way to accommodate the transport and accessibility needs of a growing population is through mass transit and better land use-transport integration. Urban motorways are a very inefficient way of moving people around. A single traffic lane can transport a maximum of only 2700 people per hour (in ideal conditions); a single railway line can transport 24,000 people per hour. It is preposterous that given our rail system is at capacity that this wasn't considered the highest priority to invest our public funds. I object to the F6 extension, as it is rail, not tolls we critically need.

It is even stated in the EIS (V1a) that travel patterns are changing, with the usage of public transport increasing greater than population growth. The trend of a modern commuting population is that driving is declining, particularly for under 30's replaced by public transport and ride share as key travel modes. It's no coincidence that the use of public transport is greater in LGA's where connected and frequent options are available, compared to LGA's with high car use where public transport has a poor service of frequency, lower levels of access and longer travel times. It is false, therefore, to claim that people prefer to drive, when for most, there is no choice.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Intergenerational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950s, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

The original objectives of the WestConnex project specified improving road and freight access to Sydney Airport and to Port Botany. We now have the proposals for four stages and the Sydney Gateway to the airport and port Botany are not included in any of them. The community is asked to support this proposal based on more unfunded projects, based on "artistic" impressions.

The movement of freight from Port Botany has long been a problem. Given that a key objective was to "remove trucks from local roads" I find it absurd that Port Botany was privatised in 2013 with a "no compete" clause. This means Newcastle Port is unable to expand its capacity and

reduce freight coming into Sydney. I object to the F6 toll-road. The public expects a better standard of transport planning than this.

It is disingenuous to justify building more toll-roads with the claim that road transport will be the dominant travel choice for the next 20 years. 90% of those that work in the CBD travel by public transport, and why wouldn't you, when many direct options are available to commuters. Those that work in the Southern Industrial area or travel a north or south route have limited choices or are required to change mode multiple times. The latent demand for good public transport has been witnessed many times. The Dulwich Hill light rail needed an additional 90 services per week to cope with demand. The Mascot and Green Square stations had a 70% increase in patronage once the station fares were reduced to standard pricing.

The travel survey results also reveal that 50% of those that do drive would use public transport if reasonable options were available to them. We need a reduction of only 10% to reduce road congestion, as witnessed every school holidays.

This predict and provide approach to transport planning has been a failure, and is being abandoned by advanced nations. In a city of 5 million people, we can never provide enough road capacity to enable everyone to live as far from work as they like, and drive wherever and whenever they like in free-flowing traffic. More Toll roads for the Transurban monopoly is not the answer. The public deserve a smarter approach which is more and better public transport "to get Sydney moving again"

I further object:

I am a nurse working at St George Hospital. I currently park 15 minutes away from work & it would be unsafe if I had to walk further, particularly at night.

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

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

Name Megan Smith

Address [redacted] Alexandria

Email [redacted]

Signature [redacted]

Infrastructure Projects, Planning Services,
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

F6 Extension: I am objecting to this project for the following reasons:

The F6 toll-road is an outdated 1950s approach that will fail the mobility needs of a 21st century Sydney.

I object to a transport "solution" that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary, St Peters primary, McCallum's Hill primary, Haberfield primary, Arncliffe primary, St. Francis Xavier Catholic primary (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

Air quality (and resulting health impacts) once the tunnels are in operation was not assessed with the inclusion of filtration, or other pollutant reduction measures, in the tunnel exhaust stacks. As a result, the potential benefit to human health of including filtration has not been objectively assessed.

In addition to providing potential physical and clinical benefits from reducing pollution exposure, there are psychological health benefits that should also be taken into consideration when evaluating the worth of installing pollution abatement measures in the stacks.

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in liveability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise".

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I strongly reject the F6 in favour of investment in public transport.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground.

St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object that there is an inadequate complaints process in place. Residents complain of trucks idling for long periods, trucks rat running through local streets, high impact machinery at night, stated relief periods not adhered to, and / or the use of high pitch reverse beepers to no effect. The Department of Planning is ineffectual in enforcing compliance.

We need adaptable, innovative and an affordable holistic transport model of multiple modes. With 35% of Sydney's real estate already devoted to roads and parking, it's now time to turn our attention to improving public transport. I object to the F6 toll road as it perpetuates car dependence and is the most inefficient way to move people and freight.

I further object:

The Consultation period with the Community, particularly the 35 day feedback period for the environmental impact Statement is too short. What I have read in the Environmental Impact Statement appears to be generally incorrect + Misleading.

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

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

[redacted]

Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

I object to the F6 Extension because It will destroy my School field, The skateing park near president ave Will be shut down and kill animals, I feel bad, I dont like what will happen !!. please dont let It happen. people like me have asthma and allergies you Know.

First name only [redacted]

Don't put your last name here

Please get mum or dad to sign the back of your drawing

Parent's permission to lodge this drawing as an objection to the F6 Extension

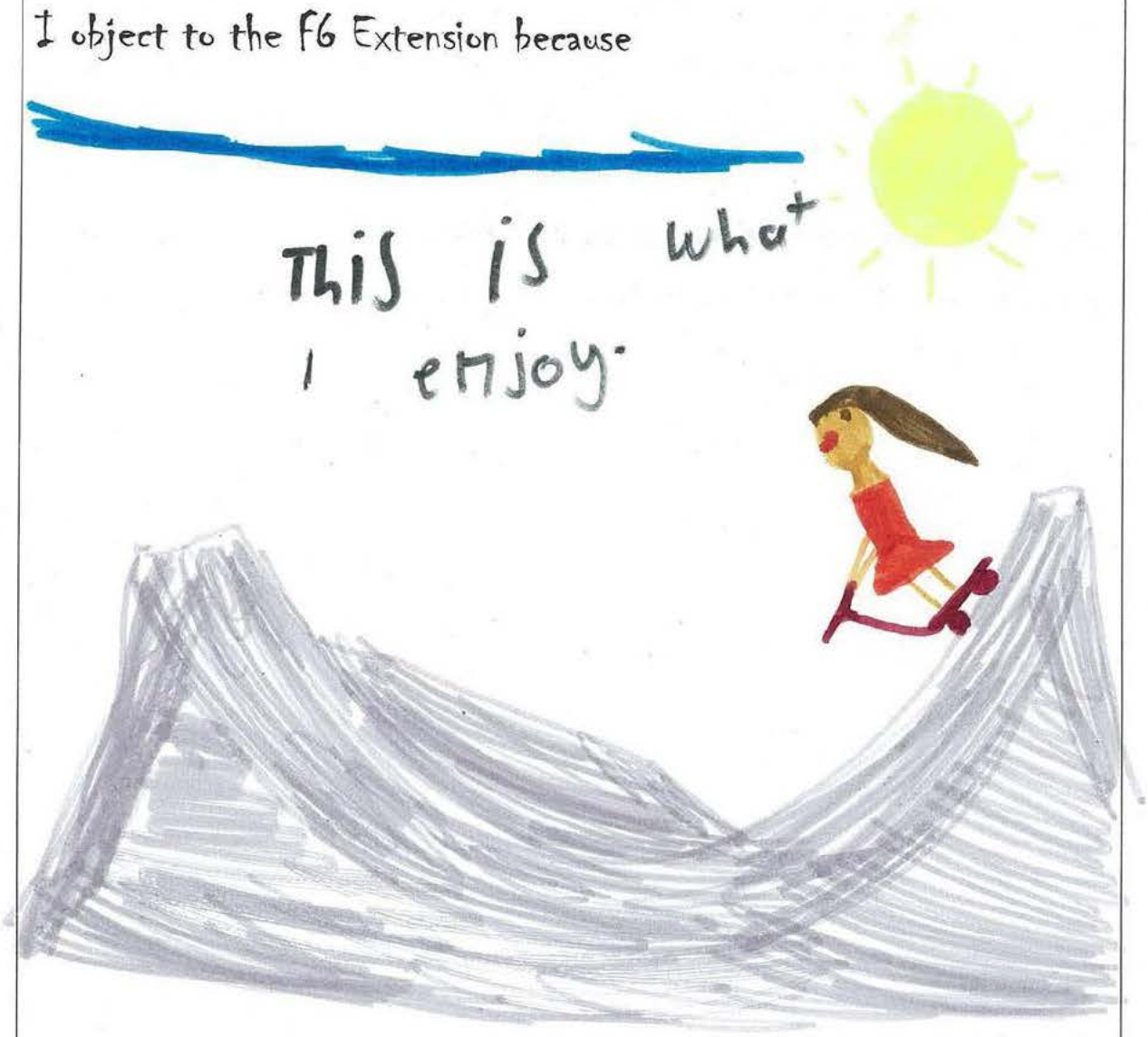


I DO NOT want my child's identity disclosed

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

Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

I object to the F6 Extension because



First name only . [redacted]
Don't put your last name here

Please get mum or dad to sign the back of your drawing

Parent's permission to lodge this drawing as an objection to the F6 Extension

[redacted]

I DO NOT want my child's identity disclosed

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



[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

I object to the F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. WestConnex and the F6 extension is purely infrastructure to raise toll revenue, predominantly into the private hands of a Transurban led consortium.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days. There was no genuine community consultation for the F6. Information sessions that were staffed by poorly informed consultants might "tick the box" but it does not amount to community consultation.

I object to the decision by AECOM to do no serious traffic modelling outside the project area and the cumulative impacts on our area including the M5 East on southern Sydney roads. It is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result.

Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

More and more cities around the world are coming to this realization and demolishing their freeways, not building new ones. Given this, why is the NSW Government so completely out of step with contemporary transport solutions?

It is disingenuous to claim in the EIS that given the current usage of car travel justifies the "need" for the F6 Extension.

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment.

Some negative impacts include:

- Environmental (such as urban sprawl, smog and air pollution)
- Economic (from providing urban infrastructure across a more dispersed geographical area) and
- Social (including isolation, economic stratification of areas and reduced access to public services).

Not everyone can use a public transport service for all of their trips. But getting an increased percentage of trips onto public transport has benefits for the whole community. Reducing our car dependency is a cornerstone of most modern planning objectives. Improved health, reduced stress and less wasted time are benefits that most people can get from reduced car dependency.

NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

I object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use.

Improvements to the Illawarra passenger and freight rail line would also avoid multiple sets of traffic lights and provide employment, reaching ones' destination much faster and no problems finding parking. It would also result in less damage to communities, enhance property values, and produce less pollution. The only loser of this strategy are toll road operators. I find it disappointing that our Government issued a cabinet direction in place not to consider other options must not preclude the consideration of public transport. On this basis I object to the F6, as it is not for public benefit.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

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

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

Yours sincerely,

Beti Trajcevski

[redacted] Sans Souci NSW 2219, Australia

[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

I object to the F6 Extension.

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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

Yours sincerely,

George Harris

[redacted] Newtown 2042

_____

[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the F6 Extension.

The F6 extension is an unsustainable transport plan from the 1950's. Many contemporary cities are now pulling down their inner city motorways and replacing with more efficient and active public transport solutions. Why is Sydney so out of step with the modern world?

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic

modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the F6 Extension as it will fail everyone, especially those that need to drive.

I object to only 35 days to respond to the EIS that will have such a huge affect on our lives. If the government is serious about community consultation it would give us 90 days to respond. Why has the government not considered public transport as an option to the F6 extension. More roads is a 1950's solution, why is Sydney so out of step.

I object to a transport solution that involves unfiltered exhaust stacks and portals located close to schools, homes and kids sports fields. Why aren't the thousands of children that attend schools like Brighton-Le-Sands Primary, Arncliffe Primary, St. Francis Xavier Catholic Primary, St Peters Primary, McCallum's Hill Primary, Haberfield Primary to name just a few worth the cost of stack filtration? Stacks and portals are a powerful source of pollution. Of particular concern are the ultra-fine nano particles, PM1, that are so small they can get into the cells of our lungs. Air pollution kills more than car accidents.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair, as it comes at the end of the project where funds are limited.

The EIS indicates that the pond at Bicentennial Park will be eradicated if this project goes ahead. Murray River short neck turtles inhabit this pond and that birds such as Spoonbills and Great Egrets are feeding here.

The RMS claim that the F6 Extension will reduce emissions (which could be held as minimising the impact on the environment) does not hold up. No credible authority in the world today would suggest that building freeways is the solution to cutting national greenhouse emissions.

The EIS acknowledges that at tunneling at 35 metres and less causes a real risk of damage to homes due to settlement (ground movement). There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However, there are many reports that RMS deny new and significant cracking in people's homes was caused by construction, putting the blame on "settlement" or "drought". Given that many homes have stood the test of time for half a century or more, these excuses are not acceptable.

The F6 should not be approved with such tunneling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It has lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to construction works, with no assurance that their property damage will be promptly and satisfactorily fixed.

The WestConnex series of projects present challenges and difficulties that have not been faced in modern densely populated Australian urban environments. The initial approvals for the M4 widening, M4E, & New M5 have highlighted limitations of the review of approval mechanisms, when modeled projections and predictions are contradicted by the actual outcomes. The public have discovered that there are multiple restrictions to gaining satisfactory resolutions to problems, because the proponent responds that they are working within approvals already granted. Whilst the initial approvals may have been granted based on information that the Minister received at the time, subsequent experience has demonstrated that many concerns raised by residents to the M4E and M5 EIS were in fact inaccurate. This was a key issue at the Parliamentary Inquiry to WestConnex.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation, particularly in light of the unlivable conditions already imposed on residents of Haberfield, Ashfield, St Peters and Arncliffe.

The complaints process is inadequate. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment. Some negative impacts include: • Environmental (such as urban sprawl, smog and air pollution) • Economic (from providing urban infrastructure across a more dispersed geographical area) and • Social (including isolation, economic stratification of areas and reduced access to public services).

Not everyone can use a public transport service for all of their trips. But getting an increased percentage of trips onto public transport has benefits for the whole community. Reducing our car dependency is a cornerstone of most modern planning objectives. Improved health, reduced stress and less wasted time are benefits that most people can get from reduced car dependency.

In the heyday of freeway building in the 1950s, the well-known architect and urbanist Lewis Mumford warned that trying to cure traffic congestion with more road capacity was like trying to cure obesity by loosening your belt. The result of too much belt-loosening can be seen throughout the USA, where 'suburban gridlock' is endemic. With each new road we have imported more of this problem; we should avoid making it any worse.

NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

We need more and better public transport to keep Sydney moving.

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

[redacted]

Content:
We need better bike infrastructure. So the following needs to be implemented.

- as a safe, end to end link from Presidents Avenue in the south, to Sydney Airport
- including a solution to connect provision at Marsh St via the Giovanni Brunetti Bridge
- so it integrates with Bayside Council's Active Transport plans
- wide enough to cater for the future, i.e. 3m for riders and 2m for pedestrians, without pinch points and unsafe corners
- entirely off-road using RMS owned land to connect riders with either over-bridges or at road signalised crossings that keep riders safe, not pedestrian or "refuge" style crossings that endanger younger riders or infants in child carriers

[redacted]



Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

I object to the F6 Extension.

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find it disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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

Yours sincerely,

[redacted]

_____

[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

I object to the F6 Extension as it is dangerous to community health.

Health is a human right, a vital resource for everyday life, and key factor in sustainability. Health equity and inequity do not exist in isolation from the conditions that underpin people's health. The health status of all people is impacted by the social, cultural, political, environmental and economic determinants of health. Specific focus on these determinants is necessary to reduce the unfair and unjust effects of conditions of living that cause poor health and disease.

WestConnex and the F6 Extension EIS has failed to adequately consider the wide range of health impacts that such a massive road project brings. It also fails to present alternatives to this project by which to compare the cost-benefit ratio. Transport infrastructure, and thereby large infrastructure projects, have an immense impact on public health by shaping the environment in which we live, work, move and socialise, including:

- safety and the likelihood of injury
- environmental conditions (changes to air, water, noise and soil quality)
- climate change
- facilitation / barriers to physical activity through active transport among other healthy behaviours
- social connectedness (to people and places)
- mental wellbeing (stress)
- access to goods and service
- opportunities for employment

Poor air quality is a significant threat to human health. As a growing body of evidence refines our understanding of the health effects of air pollution, a number of developments have highlighted weaknesses in current air quality

management in Australia, including an increasing reliance on road transport, the expansion of mining and polluting industries, and the compounding effects of climate change and extreme weather on poor air quality.

Current air quality standards have failed to keep pace with scientific evidence, and key sources of hazardous air pollutants are not subject to routine or independent monitoring. Poor enforcement of existing standards, fragmentations between different sectors and tiers of government, and the lack of exposure targets are but some of the areas require review and reform. Further problems arise from the lack of robust occupational health and safety standards, the absence of regulations for off-road diesel engines, and the general failure to factor air pollution and health considerations into urban planning, transport policies, and development approval processes.

Diesel emissions are now accepted as a class 1 carcinogen (a substance known to cause cancer in humans). Specifically, it causes lung cancer. According to the American cancer Society "Health concerns about diesel exhaust relate not only to cancer, but also to other health problems such as lung (respiratory) and heart diseases. The community is concerned that the unfiltered exhaust stack, as the major point source of diesel particulate, is and, unless filtered, will continue adversely impacting locally and will add to an already deteriorating environment. This impact will not show up for several years, as similar to the impacts of asbestos. The impact is, of course, lung cancer and likely death a relatively short time after, which is not an experiment of which we should be exposing our children.

The international experience with road projects such as these is that they encourage more traffic. There are more cars, and more people use them. This is bad for population health in Sydney. Traffic and roads have an impact on health. They reduce our ability to do some walking or cycling, even as part of what your daily movement has to be. The big game in here is not monitoring, it's diverting these billions of dollars from these sorts of systems into safe and efficient public transport systems and that's what we should be concentrating on.

Sydney is facing an unprecedented growth in road tunnel construction and use. All tunnels will use longitudinal ventilation systems (air in one end, out the other – through a stack). All polluted air produced in the tunnel travels along it, increasing in concentration all the time, until it reaches the exhaust point (the stack) close to the end of the tunnel.

Health experts at the ongoing WestConnex Parliamentary Inquiry expressed grave concerns at the longitudinal ventilation, as currently included in the design of all prospective Sydney road tunnels, provides the lowest cost/maxim profit option as far as the toll road and tunnel operators are concerned. Other systems of ventilation appear not to have been seriously considered. This appears to be at odds with international best practice unless the NSW Government, its departments and agencies, or the project promoters and operators, can clearly and transparently demonstrate otherwise.

It is of serious concern, given the nature and the source of funding for toll road and tunnel projects, that key organisations charged with responsibility for their delivery appear to have been "fire-walled" against freedom of information and public disclosure mechanisms. This is a critical issue and goes to the credibility and integrity of the government, and its processes. The community questions the application of secrecy and privacy provisions to the availability of technical performance data that is clearly in the public interest.

I also have significant concerns for the health and wellbeing of those forced to use the tunnels on a regular basis or as part of their employment. Because while harmful impacts from stack pollution do occur in the vicinity of poorly designed stacks such as the unfiltered ones proposed for this project, and they can be severe enough to force people to move away from the area, major harmful impacts occur inside the tunnel.

I urge the Minister for Planning to reject the F6 Extension. We need to develop regional and suburban mini-cities which provide:

- opportunities for people to work and play closer to home
- transform building stock to net zero emissions
- promote active modes of transport, such as walking and cycling
- deliver more public transport services with improved access
- set ambitious targets for urban greening to create cooler microclimates and improve air quality in urban areas.

The F6 extension proposal fails all of the above to create a livable, sustainable and productive environment.

I strongly object to both the health impacts of the overall WestConnex including the F6 Extension, and to the way in which the HHRA has been conducted. I ask the Minister for Planning to reject the F6 Extension.

I also object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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

Yours sincerely,

[redacted]



Attention Director
Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My objection to the F6 Extension:

I object to the WestConnex project, including the F6 Extension Stage 1, on the basis that it will not meet its contrived core objectives, such as taking traffic off local roads, and ask that the Minister for Planning reject the F6 Extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available, making it difficult to evaluate the long term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days. There was no genuine community consultation for the F6. Information sessions that were staffed by poorly informed consultants might "tick the box" but it does not amount to community consultation.

Multiple 4-year WestConnex stages on the communities of Arncliffe through to Kogarah falls into the realm of unacceptable and unreasonable oppression of local communities. The lived experience at Arncliffe, Haberfield, and St Peters has demonstrated that the current approval processes, based around impacts of short term projects should not apply.

I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their consistent failure to reveal the assumptions on which it is based so independent traffic planners can test its results.

There is already more than sufficient capacity along our road corridors to cater for all the essential vehicle travel, particularly if alternative strategies such as demand management and public transport investment are implemented. Improving the Illawarra passenger and freight lines would increase commuter capacity 10 times more than the F6, at a fraction of the cost.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

The decision not to benchmark the cost of the toll road against the cost of rail solutions represents a serious and significant shortcoming of the F6 Extension EIS and Business Case. It is not acceptable that a range of design and location options were considered, but only in the context of a tolled and untolled road-based solution. This does not comply with the SEARS.

There has been no authentic consideration for alternatives, in particular a major expansion of commuter rail transport. The Department of Planning should reject this inadequate EIS and conduct a full investigation into the flawed processes that have led to already massive expenditure on privatised toll roads. I object to a proposal that is so out of step with contemporary urban planning.

I object to a transport solution that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids. There is no way in hell that I'd support any development that would put the lives of pupils, teachers and parents at risk", yet when he was the Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary, McCallum's Hill primary, Haberfield primary, Arncliffe primary, St. Francis Xavier Catholic primary (being just a few of some one hundred schools) exposed to dangerous pollution not worth the small cost of stack filtration?

I object that there is an inadequate complaints process in place. Residents complain their homes are starting to crack from either vibration or groundwater drawdown. The RMS fail to protect, mitigate or make good damage caused to homes, placing the onus on homeowners the signifcant expense to prove that home damage is due to construction. All the while denying access to detailed vibration and geotechnical documuments. This is unconsciounable conduct and a breach of duty of care by both RMS and the Deparatment of Planning.

I further object:

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

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

Name.....[redacted].....

Address...[redacted].....

.....[redacted].....

Email.....[redacted].....

Signature[redacted].....

Infrastructure Projects, Planning Services,
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My submission objecting to the Westconnex F6 Extension:

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. WestConnex and the F6 extension is purely infrastructure to raise toll revenue, predominantly into the private hands of a Transurban led consortium.

Improvements to the Illawarra passenger and freight rail line would also avoid multiple sets of traffic lights and provide employment, reaching ones' destination much faster and no problems finding parking. It would also result in less damage to communities, enhance property values, and produce less pollution. The only loser of this strategy are toll road operators. I find it disappointing that our Government issued a cabinet direction in place not to consider other options must not preclude the consideration of public transport. On this basis I object to the F6, as it is not for public benefit and breaches SEARS.

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 —being Western Harbour Tunnel, the Airport Link and the F6. WHERE DOES THIS END? According to the F6 EIS the St Peters Interchange will be a carpark by 2036 with significant queuing back into the mainline tunnel. Research about roads clearly demonstrates that roads create congestion. The WestConnex project is no different and the EIS clearly indicates that this. I object to the WestConnex F6 extension as it will not solve the south's commuting issues.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

Although the EIS proposes mitigations to address the issue of construction fatigue, residents of St George are not reassured. We have seen the communities of Arncliffe, Haberfield, and St Peters exposed to awful living conditions, their complaints ignored and the Department of Planning powerless to enforce adherence to Conditions of Approval, weak as these conditions are. I therefore object to the F6 extension

The project will directly cause irreversible biodiversity loss, and indirectly through increased greenhouse gas emissions that will contribute to climate change and damage natural systems. The project will result in increased VKT, and therefore more contaminants (brake and clutch dust, hydrocarbon particulates etc.) being deposited on roadways and washed into waterways.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I further object: President Ave has already the load of traffic going through you are creating another bottleneck near resident, schools and parks increasing noise and air pollution. You are ignoring the lives of people living around. You want to sacrifice the life for your own political benefit of 'so called' creating jobs. You are ruining my life with my own money that I paid as tax. I am so worried and it effecting my mental health thinking about the effects of pollution on me and importantly my children. What don't you understand about the effect of pollution on environment why can't you invest on effective public transport??? STOP F6 ext. It is stupidly waste of money and will only ruin Lives.

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

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

Name..... Srijana

Address..... [redacted]

..... Kogarah

Email..... [redacted]

Signature..... [redacted]

Attention Director
Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My objection to the F6 Extension:

I object to the F6 Extension as there were many issues raised by witnesses at the Parliamentary Inquiry into Westconnex Impacts that makes me very concerned:

That families across the Westconnex route are reporting being forced from their homes with compensation significantly less than market value.

That despite reassurances, the RMS are not compensating families for damaged property.

That Westconnex and the F6 extension is instead of the public transport initiatives that had been originally devised by transport experts for the NSW Transport Master Plan in 2012.

That unfiltered exhaust stacks, that are dangerous to our health, are located near schools, homes and sportsfields. I consider not filtering the stack is due to cost cutting and is not world best practice.

That the promise of sharing air quality data with schools has not occurred. St Peters and Haberfield primary schools are an example where children are exposed to very high levels of pollution, but no-one thought to tell the parents.

That mitigation measures to reduce the impact on sensitive receivers is poorly managed.

That resident complaints are ignored or the severity is watered down.

That the promised in-house noise attenuation has turned out to be a protracted sitution for many families.

That the promise of urban repair on completion is either not completed, or completed only in part.

That travel time savings of a few minutes will be quickly eroded by induced traffic, yet the community has lost valueable parks, endured years of construction, and will be exposed to higher levels of traffic pollution.

That the community information sessions do not supply the detailed information residents need.

That the Department of Planning seems unwilling or unable to enforce compliance to the Conditions of Approval, which has left communities unprotected.

Furthermore, I object to the F6 extension for the following reasons:

That the F6 extension details are only being released to the public in stages, making it difficult to evaluate the long-term impact on my community.

That the Government had issued a cabinet direction to Transport NSW to ignore rail improvements as an alternative. Leaked documents reveal that improving the Illawarra rail line would move ten times the volume of people than the F6 toll-road, at a fraction of the cost.

That the 35-day time frame granted to communities to analyse the substantial EIS is insufficient. If the Government is serious about community consultation this would have been extended to 90 days.

That the public have been locked out of any meaningful conversation on how we want our transport network shaped. For decades our rail system has suffered serious under-investment, yet this is our best way to reduce congestion on our roads by giving commuters an alternative and thus revitalise urban environments.

That NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

I further object: F6 extention as I am very very Concerned about the increase in traffic resulting more air and noise pollution. my child already suffers ashthma and dust allergy. It will definately have massive negative impact on our health and wealth. There are plenty of study and research that object this project. Just because people in goverment doesn't have to live with the effects as they already live in the posh area, you have no rights to ruin our community. Think about your own children's future. Take vehicals out of the road than bringing in. This project is effecting my Mental Health PLS STOP.

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

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

Name..... Srijana .....

Address..... [redacted] .....

..... Cooparah .....

Email..... [redacted] .....

Signature..... [redacted] .....

[redacted]

Name: David Maywald
Email: [redacted]

Address:
[redacted]

Kogarah, NSW
2217

Content:
I strongly support the Bicycle NSW submission requesting an end-to-end contiguous pathway for Active Transport (walking and cycling).

This corridor opens faster and safer commuter routes from St George to the City and East Sydney.

High quality, comfortable and convenient cycling infrastructure is needed, to provide new transport options as well as social amenity and better public health.

[redacted]

[redacted]

[redacted]

Content:
We believe we will be impacted
1 By you taking this motorway under our property, please organise to do a pre assessment of our property as you will be held liable for damage due to the drilling or subsidence
2. You will be approving the damage to the natural reservers
3 unfiltered air stacks are not acceptable and we dont need them in our community
4 There does not seem to be a $ benefit for the community through this project

[redacted]

[redacted]

Name: Heyang Li
Email: [redacted]

Address:
[redacted]

Kogarah, NSW
2217

Content:
My son has been suffering from bronchitis and pneumonia. He is on longer term medical treatment and very sensitive to the quality of air. The construction sites are not far away from our home, that will sure impacting the health of my son. Therefore I object to it.

[redacted]

[redacted]

[redacted]

Content:
This proposal will just shift traffic onto President Avenue, with drivers having to make decisions regarding whether to take the waterfront or Princess Hwy to continue their journey. I live in the Shire and with the poor RMS planning of pinch point roadwork's, the traffic is at a standstill. The first phase of the F6 (or more appropriately South Connex) will be ridiculously expensive for the small or non existent benefit, particularly in PM peak hour.
Don't waste my tax money!

[redacted]

[redacted]

Name: PAUL CARROLL
Email: [redacted]

Address:
[redacted]

Gymea Bay, NSW
2227

Content:
Sir / Madam

This initial stage of the F6 project is considered essential infrastructure for the Sydney South region. The congestion around Sydney airport and Grand Parade Brighton worsens daily. This work will significantly improve traffic flow in and around these areas.
Extension of the project to Stage 2 is also considered essential to lessen the impact of traffic through the Sutherland Shire.

Paul Carroll

[redacted]

[redacted]

[redacted]

Content:
I have gleaned the Scoping Report and fully support the proposed development of the F6 road network

[redacted]

[redacted]

[redacted]

Content:
F6 should be able to connect up with the westbound lanes of the M5.

With the continued growth of Western Sydney, the new western airport and the relocation of businesses to Western Sydney (as outlined in Metropolitan Strategy) in the next 20 years there will be a increased demand for motorists to connect with Western Sydney instead of eastern Sydney.

If this does not occur, all local traffic must travel through local streets (Stoney Creek Road, King Georges Road, Morgan Street) to meet up with the M5 at Beverly Hills.

RMS have already identified Beverly Hills as being of poor traffic flow performance and is at maximum saturation.The Beverly Hills town centre is already constrained and should not be further constrained by a penny pinching decision of not providing a westbound connection with the M5.

[redacted]

[redacted]

[redacted]

Content:
The planning and implementation of the proposed rail/ public transport link should come before this project. Also the upgraded to the existing train line to Waterfall and onwards should be prioritised before this road project. Shifting users to public transport should be the priority. This will lessen congestion and the need for additional road infrastructure.
Also object to the loss of open space along the route (whether this is zoned as POS or not it is used as such at present. It will also make the Bicentennial Park less usable and functional at the entrance to a tunnel.
Also object to the staged planning of this project. If it is going to be done then people should know and understand all of the potential impacts for the whole F6 project so that they can get the full picture of all impacts. Even if construction is staged.
This project will only increase congestion in the long term, encourage private vehicle use and all of the climate change impacts that this brings with it.

[redacted]

[redacted]

Name: john carigliano
Email: [redacted]

Address:
[redacted]

brighton le sands, NSW
2216

Content:
i am against the walkway/bike way along England st to bay street because;
-we have already too much traffic in the early morning and afternoon peak period before and after school
-cars use our street for short cuts and the proposed would make it worse
-parking is at a premium during those periods as we as residents have problems finding spots during those periods and the proposed will make it worse
-closing the street is not a option as we already have difficulties leaving the area now

[redacted]



Name: daniel endicott
Email: [redacted]

Address:
[redacted]

islington, NSW
2296

Content:
More roads is more car use and more urban sprawl. Active transport and public transport is the answer. Basic human right for fresh air and to travel in safety and not put others in danger. We can be more happy with a transition to an ethical World's best practice city planning and transport . Ethical habits are using appropriate technology. All cars above 30km/hr in residential streets are a danger to pedestrians. Car focused cities (with urban sprawl) make people unhealthy (body and mind), causing social isolation and internet, homes, food & other infrustructure too costly. Bust the transport myths that 99% of people are confused about: cyclingfallacies.com/en/

Faster main roads for cars, more buses/trains (screen time and active transport), better pushbike shortcut paths. Pleases everyone, so we can stop the fighting of motorists vs cyclists vs public transport user. Need to start talking about the elephant in the room, the whole system. No silver bullet on one small part of the problem. #cyclesafenetwork#bestbangperbuck#visionzero

Seriously, they need to prioritise safe and convenient places for walking first (footpaths). Then they need to prioritise safe and convenient places for pushbiking 2nd (separate cycle lanes). THen they need to prioritise safe and convenient places for public transport 3rd. Then cars. They need to stop prioritising cars first in the cbd which is causing congestion, pollution, danger, sedentary lifestyle. Basic human rights to walk and cycle without fear of cars please
1b. Better City Planning
High density cities (with affordable housing) are faster (spread out suburbs are inefficient and get people addicted to cars) and cost benefit ratios for bicycle paths show increase in society health and increase in business/shops near them. Currently half of the vegetables we in NSW eat are from city fringe farms that are due to be overrun by urban sprawl. Train transport through the bush linking up higher density cities. Stop urban sprawl causing social isolation and wasted travel time and contributing to housing being

unaffordable. Curtin uni has done a study that shows the infrastructure (road, water, sewage, phone/NBN, electricity etc) costs for a new suburb are $684,000 per dwelling (Curtin_Sustainability_Paper_0209). Why waste this money to build a house that makes people unhappy driving 2 hours to work and unhealthy because they have no time for exercise. More mixed social housing (and making it compulsory for 30% of apartments in each sky scaper is needed for basic human right to have a home. Bust the transport myths that 99% of people are confused about: cyclingfallacies.com/en/
Some people only drive in day time, so who should pay for street lighting. Whole of society pays for footpaths, roads and street lighting. Walking, buses and cycling is good for the whole of society, reducing congestion and making society more healthy.
Air pollution from cars is killing to many people



[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

I object to the F6 Extension as it is dangerous to community health.

Health is a human right, a vital resource for everyday life, and key factor in sustainability. Health equity and inequity do not exist in isolation from the conditions that underpin people's health. The health status of all people is impacted by the social, cultural, political, environmental and economic determinants of health. Specific focus on these determinants is necessary to reduce the unfair and unjust effects of conditions of living that cause poor health and disease.

WestConnex and the F6 Extension EIS has failed to adequately consider the wide range of health impacts that such a massive road project brings. It also fails to present alternatives to this project by which to compare the cost-benefit ratio. Transport infrastructure, and thereby large infrastructure projects, have an immense impact on public health by shaping the environment in which we live, work, move and socialise, including:

- safety and the likelihood of injury
- environmental conditions (changes to air, water, noise and soil quality)
- climate change
- facilitation / barriers to physical activity through active transport among other healthy behaviours
- social connectedness (to people and places)
- mental wellbeing (stress)
- access to goods and service
- opportunities for employment

Poor air quality is a significant threat to human health. As a growing body of evidence refines our understanding of the health effects of air pollution, a number of developments have highlighted weaknesses in current air quality

management in Australia, including an increasing reliance on road transport, the expansion of mining and polluting industries, and the compounding effects of climate change and extreme weather on poor air quality.

Current air quality standards have failed to keep pace with scientific evidence, and key sources of hazardous air pollutants are not subject to routine or independent monitoring. Poor enforcement of existing standards, fragmentations between different sectors and tiers of government, and the lack of exposure targets are but some of the areas require review and reform. Further problems arise from the lack of robust occupational health and safety standards, the absence of regulations for off-road diesel engines, and the general failure to factor air pollution and health considerations into urban planning, transport policies, and development approval processes.

Diesel emissions are now accepted as a class 1 carcinogen (a substance known to cause cancer in humans). Specifically, it causes lung cancer. According to the American cancer Society "Health concerns about diesel exhaust relate not only to cancer, but also to other health problems such as lung (respiratory) and heart diseases. The community is concerned that the unfiltered exhaust stack, as the major point source of diesel particulate, is and, unless filtered, will continue adversely impacting locally and will add to an already deteriorating environment. This impact will not show up for several years, as similar to the impacts of asbestos. The impact is, of course, lung cancer and likely death a relatively short time after, which is not an experiment of which we should be exposing our children.

The international experience with road projects such as these is that they encourage more traffic. There are more cars, and more people use them. This is bad for population health in Sydney. Traffic and roads have an impact on health. They reduce our ability to do some walking or cycling, even as part of what your daily movement has to be. The big game in here is not monitoring, it's diverting these billions of dollars from these sorts of systems into safe and efficient public transport systems and that's what we should be concentrating on.

Sydney is facing an unprecedented growth in road tunnel construction and use. All tunnels will use longitudinal ventilation systems (air in one end, out the other – through a stack). All polluted air produced in the tunnel travels along it, increasing in concentration all the time, until it reaches the exhaust point (the stack) close to the end of the tunnel.

Health experts at the ongoing WestConnex Parliamentary Inquiry expressed grave concerns at the longitudinal ventilation, as currently included in the design of all prospective Sydney road tunnels, provides the lowest cost/maxim profit option as far as the toll road and tunnel operators are concerned. Other systems of ventilation appear not to have been seriously considered. This appears to be at odds with international best practice unless the NSW Government, its departments and agencies, or the project promoters and operators, can clearly and transparently demonstrate otherwise.

It is of serious concern, given the nature and the source of funding for toll road and tunnel projects, that key organisations charged with responsibility for their delivery appear to have been "fire-walled" against freedom of information and public disclosure mechanisms. This is a critical issue and goes to the credibility and integrity of the government, and its processes. The community questions the application of secrecy and privacy provisions to the availability of technical performance data that is clearly in the public interest.

I also have significant concerns for the health and wellbeing of those forced to use the tunnels on a regular basis or as part of their employment. Because while harmful impacts from stack pollution do occur in the vicinity of poorly designed stacks such as the unfiltered ones proposed for this project, and they can be severe enough to force people to move away from the area, major harmful impacts occur inside the tunnel.

I urge the Minister for Planning to reject the F6 Extension. We need to develop regional and suburban mini-cities which provide:

- opportunities for people to work and play closer to home
- transform building stock to net zero emissions
- promote active modes of transport, such as walking and cycling
- deliver more public transport services with improved access
- set ambitious targets for urban greening to create cooler microclimates and improve air quality in urban areas.

The F6 extension proposal fails all of the above to create a livable, sustainable and productive environment.

I strongly object to both the health impacts of the overall WestConnex including the F6 Extension, and to the way in which the HHRA has been conducted. I ask the Minister for Planning to reject the F6 Extension.

I also object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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

Yours sincerely,

Robert Riggio

[redacted] Bexley NSW 2207, Australia



[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

I object to the F6 Extension.

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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Yours sincerely,

Joanne Williams

[redacted]

[redacted]

[redacted]

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I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

The impact on the Moorefield area is most upsetting. Trying to leave the Moorefield area via Civic Ave in the peak times is nothing more than dangerous and that is now, let alone when there is the increase of traffic from the F6.

The traffic coming from West Botany St to President Ave will also be very badly affected. At peak times, there is always a hold up turning right on to President Ave. Very often the cars cannot move right because there is no movement on President Ave or cars are blocking the way.

The other outlet from the Moorefield Estate is off Marshall St on to Rocky Point Rd. This is an accident waiting to happen. There is a shocking 'blind spot' from Marshell St on the right, where cars speed down on to Rocky Point Rd

and do not leave safe time or distance for someone to turn left from Marshall Street. This affects the elderly drivers especially as their reaction times are slower.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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

Yours sincerely,

Peter Botterill

[redacted]

[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the F6 Extension.

I recently received a WestConnex Southern Extension E.I.S brochure from the NSW Govt.

I am writing to complain at the ridiculously short time of 35 days for residents to read, digest & respond.

I am totally opposed as a local resident to this short term "Stage 1" section to Kogarah due to the very significant detrimental affect it will have on local residents (I live off Chuter Ave/O'Connell St) which will become a "rat run" for F6 drivers.

I note in the RMS Project Overview brochure a reference to the F6 from Kogarah to Loftus as "Section B & C" NOT Stages 2 & 3?

This would suggest to me the NSW Govt has no intention of building it past Kogarah. Please do not use the lame excuse of "costs' as the Premier did only to announce a multi million dollar road project elsewhere (North Shore?) within days of the F6 announcement.

Kind regards,

[redacted]

I object to the F6 Extension.

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I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

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

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

_____

[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

I object to the F6 Extension in its present half baked form

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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

Yours sincerely,

James Hunkin

[redacted]

[redacted]



Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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Yours sincerely,

john fitzgerald

[redacted]



[redacted]

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Yours sincerely,

Sharon Henderson

[redacted] Sans Souci NSW 2219, Australia



[redacted]

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Yours sincerely,

Kerry Lambos

[redacted] Ramsgate Beach NSW 2217, Australia



[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

I object to the F6 Extension on the following grounds.

1. Public transport is a better way to resolve the issues of traffic congestion.

Major cities around the world, Seoul in South Korea in my experience, are removing highways and replacing them with better public transport. They recognise that highways and freeways are a time limited solution. Like cupboards, they quickly fill and then problem returns but only worse with the increase in traffic.

2. The environmental effects of building such infrastructure

The experience with Westconnex are indicative of the detrimental environmental effects of such activity. People living in the affected areas are suffering and will experience detrimental impacts on their environment. The anticipated air pollution from unfiltered stacks will resonate for the future years with negative impacts on local environments. The noise of construction is already negatively affecting the residential environment. In the case of the F6 proposal, the Rockdale wetlands are unique in this area and their loss represents a major loss of amenity to local residents and wildlife, a unique amenity in this area of Sydney.

3. It is dangerous to community health.

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Yours sincerely,

Bob Jansen

[redacted] Rockdale NSW 2216, Australia

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

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

Yours sincerely,

Jonathan Doig

[redacted]



[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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I object to the F6 Extension as it is dangerous to community health.

Health is a human right, a vital resource for everyday life, and key factor in sustainability. Health equity and inequity do not exist in isolation from the conditions that underpin people's health. The health status of all people is impacted by the social, cultural, political, environmental and economic determinants of health. Specific focus on these determinants is necessary to reduce the unfair and unjust effects of conditions of living that cause poor health and disease.

WestConnex and the F6 Extension EIS has failed to adequately consider the wide range of health impacts that such a massive road project brings. It also fails to present alternatives to this project by which to compare the cost-benefit ratio. Transport infrastructure, and thereby large infrastructure projects, have an immense impact on public health by shaping the environment in which we live, work, move and socialise, including:

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management in Australia, including an increasing reliance on road transport, the expansion of mining and polluting industries, and the compounding effects of climate change and extreme weather on poor air quality.

Current air quality standards have failed to keep pace with scientific evidence, and key sources of hazardous air pollutants are not subject to routine or independent monitoring. Poor enforcement of existing standards, fragmentations between different sectors and tiers of government, and the lack of exposure targets are but some of the areas require review and reform. Further problems arise from the lack of robust occupational health and safety standards, the absence of regulations for off-road diesel engines, and the general failure to factor air pollution and health considerations into urban planning, transport policies, and development approval processes.

Diesel emissions are now accepted as a class 1 carcinogen (a substance known to cause cancer in humans). Specifically, it causes lung cancer. According to the American cancer Society "Health concerns about diesel exhaust relate not only to cancer, but also to other health problems such as lung (respiratory) and heart diseases. The community is concerned that the unfiltered exhaust stack, as the major point source of diesel particulate, is and, unless filtered, will continue adversely impacting locally and will add to an already deteriorating environment. This impact will not show up for several years, as similar to the impacts of asbestos. The impact is, of course, lung cancer and likely death a relatively short time after, which is not an experiment of which we should be exposing our children.

The international experience with road projects such as these is that they encourage more traffic. There are more cars, and more people use them. This is bad for population health in Sydney. Traffic and roads have an impact on health. They reduce our ability to do some walking or cycling, even as part of what your daily movement has to be. The big game in here is not monitoring, it's diverting these billions of dollars from these sorts of systems into safe and efficient public transport systems and that's what we should be concentrating on.

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Health experts at the ongoing WestConnex Parliamentary Inquiry expressed grave concerns at the longitudinal ventilation, as currently included in the design of all prospective Sydney road tunnels, provides the lowest cost/maxim profit option as far as the toll road and tunnel operators are concerned. Other systems of ventilation appear not to have been seriously considered. This appears to be at odds with international best practice unless the NSW Government, its departments and agencies, or the project promoters and operators, can clearly and transparently demonstrate otherwise.

It is of serious concern, given the nature and the source of funding for toll road and tunnel projects, that key organisations charged with responsibility for their delivery appear to have been "fire-walled" against freedom of information and public disclosure mechanisms. This is a critical issue and goes to the credibility and integrity of the government, and its processes. The community questions the application of secrecy and privacy provisions to the availability of technical performance data that is clearly in the public interest.

I also have significant concerns for the health and wellbeing of those forced to use the tunnels on a regular basis or as part of their employment. Because while harmful impacts from stack pollution do occur in the vicinity of poorly designed stacks such as the unfiltered ones proposed for this project, and they can be severe enough to force people to move away from the area, major harmful impacts occur inside the tunnel.

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Yours sincerely,

[redacted]



[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. The F6 extension is purely to feed more toll-paying traffic onto Transurban's WestConnex.

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 ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

Already there are families reporting damage caused by WestConnex construction. The RMS 'mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers. The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent.

I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time "savings" of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

The project will reduce social and visual amenity due to the concrete pollution stacks will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity with more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed "temporary". Four years of noisy construction cannot be regarded as "temporary".

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

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

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

Yours sincerely,

[redacted]

[redacted]



[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

Yours sincerely,

Kristina Pouliou

[redacted]



[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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I object to the F6 Extension as it is dangerous to community health. Not only will it produce harmful air pollution, but it will also increase road traffic, which has flow on effects for climate change.

I urge the Minister for Planning to reject the F6 Extension. We need to develop regional and suburban mini-cities which provide:

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Yours sincerely,

[redacted]

_____

[redacted]





Content:
I am writing in response to the "Rockdale Construction Site" brochure printed November 2018 RMS18.XXX. My Mother (I am her power of attorney) resides at 381 West Botany Street, in front of Bunnings and practically opposite the RMS Depot. She has had a card left in the letter box saying someone related to the project tried to contact her, without notification, and this is the one and only consultation that has been attempted to my knowledge to a key stakeholder in this proposal.

Our family has lived at this address for 3 generations - over 100 years. We have watched the area change from a dead end street to a major arterial route.

The proposed stockpiling of spoil necessitating the installation of temporary traffic lights (4 years) and the daily movement of some 274 heavy and 352 light vehicles (2 way) is ludicrous. The traffic on West Botany Street is congested and hectic at the best of times and to add construction traffic to this area would be a critical planning error!

After beginning to read the Environmental Impact Statement Chapters 1 to 11 -F6 Extension Stage 1 from New M5 Motorway at Arncliffe to President Avenue at Kogarah, on pages xxi and xxii "What are the main adverse outcomes?" there is no mention of the residents and businesses of West Botany Street.

West Botany Street carries traffic for:
* Rockdale Plaza Shopping with 65 retail stores and 445 residential units
* Anytime Fitness
* BBC Tile Centre
* Bunnings Rockdale

* Fitness First
* Heritage Building Centre
* JR Turks
* Joes Fresh Poultry
* Mansour Paving
* Ralph's Smash Repairs
* Sydney Collision Repairs
* Reece Plumbing
* Repco
* Salvation Army
* Waterforms International
* Waste Transfer Station (used by local councils)
* Businesses in Lindsay Street
* Businesses in Bermill St

West Botany Street is a major arterial road that is used to by-pass Rockdale, Princes Hwy and provides access to the Sydney International Airport, Port Botany and the City.

I was not compelled to read the entire 568 pages of the Environmental Impact Statement after gauging the general tone and language of the report. The report paints a lovely picture of the project but Sydney is suffering under the strain of over population, lack of infrastructure and the strain of current civil construction projects dotted all over the city.

I work in Civil Construction and we all know what residents experience around a work site. This plan to install traffic lights and allow Trucks (assuming they will be truck and dogs) carrying spoil is going to cause major delays and has the real potential of causing a fatality being so close to Rockdale Plaza Drive and the Bunnings car park exit. Dirt be it small amounts or spillage regardless of the load being covered is inevitable. If a larger spill happens it will cause even more issues on the road.

It is written in the pamphlet regarding the "Rockdale Construction Site" that the site will be active 24/7. We have some serious questions about access as well as general concerns.

* What is the respite period for the residents?
* What will be done to protect the residents from dust and debris falling from the trucks and dust in the spoil storage area?
* Will a dilapidation report be carried out on my Mother's home?
* Will her house be insured if a truck or car were to collide and damage her home?
* Will the road be upgraded to cope with the extra heavy traffic in this section as it has already been resurfaced and then dug up by utilities and is currently causing vibrations in my Mother's home.
* If the "temporary" traffic lights are approved the Bunnings driveway will have to be "temporarily" closed as well as a matter of public safety and further traffic congestion not to mention driver road rage with people trying to merge into a choked lane of traffic.

Also how was it determined that the peak hours are 7am - 8am and 5pm-6pm? This is only part of the peak times. The real times are 5am - 10am and 2:45pm - 7pm, this is from personal experience. The clearways are from 6am-10am and then 6am - 7pm is a No Stopping Zone north bound.

South bound the clearway is from 3pm - 7pm. How can a "temporary" set of traffic lights and the movement of heavy vehicles be proposed on a road that struggles to cope with the traffic it currently carries?

The proposal to allow over 600 traffic movements on a street that is already congested is unrealistic. The determination of the peak hours are fanciful, the plan to establish a Rockdale Construction Site is ill conceived and will most likely cause a fatality.

Extracted from the RMS website - https://www.rms.nsw.gov.au/about/what-we-do/index.html
"Our key priorities include: Plan, design, build, maintain and operate safe and secure networks to meet customer needs and improve overall satisfaction". This proposed use of the "Rockdale Construction Site" fails to deliver on this point alone.

Having myself lived in the area for over 40 years and my Mother living at the property for over 80 years, we implore you to reject this proposal to utilise RMS Depot as the "Rockdale Construction Site" in the interests of public safety, traffic flow and preservation of the residents remaining quality of life living on this major arterial road.





[redacted] St located opposite the RMS Depot. The photo on the F6 Extension Stage 1 I think is the Depot opposite Rockdale Plaza Drive, not the depot in the plan below.



[redacted]

Name: Randa Mikhaiel
Email: [redacted]

Address:
[redacted]

Brighton-Le-Sands, NSW
2216

Content:
Francis avenue and Bruce street are quite narrow street heavely used by car riders seeking shortcuts in rush hours. How is the shared cycle and pedestrian pathway affecting these streets with residents suffering from the noise of traffic? Is it gong to improve the traffic or noise? Will these streets still be used by cars? I support it if no cars allowed next to the cycle pedestrian pathway.
Please clarify.
Thank you

[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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I urge the Minister for Planning to reject the F6 Extension. We need to develop regional and suburban mini-cities which provide:

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•deliver more public transport services with improved access

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Yours sincerely,

Stephanie Newland

[redacted] Brighton-Le-Sands NSW 2216, Australia



[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

I object to the F6 Extension!!

This small section of road will only serve to move traffic congestion and not alleviate it. Have you seen how the M5 performs - worst road in Sydney!!!

Our home is in the section between President and the M5 at Arncliffe and I witness the traffic congestion on the M5 every day. As far as I can see from the community consultations I have been to, funnelling further heavy traffic into this botch of a road will make the situation worse (the RMS will say otherwise, but one only has to look at the current situation).

The road creations in our area are a community health concern.

Specific focus on health implications are necessary to reduce the unfair and unjust effects on those in close proximity to the road.

WestConnex and the F6 Extension EIS has failed to adequately consider the wide range of health impacts that such a massive road project brings. It also fails to present alternatives to this project by which to compare the cost-benefit ratio. Poor air quality is a significant threat to human health.

Current air quality standards have failed to keep pace with scientific evidence, and the general failure to factor air pollution and health considerations into urban planning, transport policies, and development approval processes.

Diesel emissions are carcinogen and known to cause cancer. The exhaust stack, as the major point source of diesel particulate, is and, unless filtered, will continue adversely impacting the local community. This impact will not show up for several years, as similar to the impacts of asbestos, and this is not an experiment we wish to be part of.

The money poured into roads should be used to produce effective public transport systems (but the government can't even do that right, take for example the botched light rail contract).

Sydney is facing an unprecedented growth in road tunnel construction and use. All tunnels will use longitudinal ventilation systems (air in one end, out the other – through a stack). All polluted air produced in the tunnel travels along it, increasing in concentration all the time, until it reaches the exhaust point (the stack) close to the end of the tunnel.

I urge the Minister for Planning to reject the F6 Extension. We need to develop regional and suburban mini-cities which provide:

- opportunities for people to work and play closer to home
- transform building stock to net zero emissions
- promote active modes of transport, such as walking and cycling
- deliver more public transport services with improved access
- set ambitious targets for urban greening to create cooler microclimates and improve air quality in urban areas.

The F6 extension proposal fails all of the above to create a livable, sustainable and productive environment.

I also object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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

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

Yours sincerely,

Mark Williams

[redacted] Arncliffe NSW 2205, Australia

[redacted]

[redacted]

[redacted]

Content:
As a parent of children at Arncliffe Public I am extremely concerned about the level of toxic fumes sprayed out of exhaust stacks located nearby.

I do not understand why these stacks are not filtered- there has been no credible justification as to why these stacks are unfiltered. One can only imagine its down to cost. The long term health impacts of unfiltered stacks is untested, why would our govt. risk the health of our future generations?

There has also been no credible justification as to why improvements to public transport has not been tabled instead of investment in our roads. The options to reduce congestion and improve the quality of life for those people living in the south of Sydney and further south, appears to be limited only to investment in roads. Surely there are other more sustainable options to consider.

Because of the above I cannot support this submission.

[redacted]

[redacted]

Name: Victor Pinkerton
Email: [redacted]

Address:
[redacted]

Annandale, NSW
2038

Content:
I'm responding in opposition to this outrageous waste of tax payer's funds to prop up the Transurban Ponzi scheme AKA Westconnex.

[redacted]

[redacted]

Name: Rasmus Torkel
Email: [redacted]

Address:
[redacted]

Rockdale, NSW
2216

Content:
I believe that the F6 interchange should be enclosed by an artificial low hill. This would increase rather than reduce green space and also make it more connected. There is more detail in my attached document.

[redacted]

Dear Project Team,

This is my submission for EIS for the F6 Extension Stage 1.

It is obviously a good thing that most of stage 1 is underground. My objection is to the interchange at President Avenue. Ideally, stage 1 would have terminated at the Princess Highway and Rocky Point Road where the major traffic flows are. I believe that there are some difficulties with that. However, even an interchange at President Avenue could be constructed with a lower impact.

I believe that the best solution for a President Avenue Interchange with the road surface higher than at the current level is for a low hill to be created around and over it. Imagine this: Instead of the F6 reducing green space, it would increase green space and make it more connected. Such a solution would also reduce noise from the interchange.

Below is a concept diagram. Making the parklands more connected would provide a benefit to offset the extra traffic going past residential buildings in President Avenue. I could support stage 1 with this improvement.



Yours Faithfully,

Rasmus Torkel, 8/12/2018

[redacted]

[redacted]

Content:
With regard to the President Ave entrance to the TAFE, please consider a "Keep Clear' section painted on the road for south west bound traffic. Cars heading south east, turning right into the college grounds, frequently back up as the south west bound traffic backs up from the lights at the corner of President and the Princes Highway, blocking access. A 4-5 metre 'Keep Clear' section would keep an area clear to allow cars turning right into the college to do so, assisting flow of the traffic heading south east (toward the new tunnel entrance).

[redacted]

[redacted]

Name: ROBERT GRENHILL
Organisation: [redacted]
Email: [redacted]

Address:
[redacted]

KOGARAH, NSW
2217

Content:
PLEASE SEE MY SUBMISSIONS IN PDF FORMAT

[redacted]

OBJECTIONS TO THE PROPOSED F6 TUNNEL

I object to the construction of the F6 tunnel for a number of reasons which I have set out below.

No consideration has been given to School buses which pick up students from the St George School (for disabled children) in Marshall street and which include bus services that now enter President Avenue after turning right at Civic Avenue to travel to the eastern suburbs.

In addition afternoon school buses from Kogarah to Hurstville (Service 947) have to travel east in Marshall Street, turn left into Civic Avenue and then turn right into President Avenue along which they travel until reaching O'Connell Street where they again turn right.

RMS apparently completely overlooked the important existence of these bus services until residents of the Moorefield Estate brought them to its attention at a recent street meeting.

The fact that the RMS overlooked the significance of the existence of right turns out of Civic Avenue into President Avenue can be seen from its publication entitled "F6 Extension Stage 1 Project overview" wherein it is stated:

> "Other changes to the road network could include:
>
> No right turn from Cross Street into President Avenue westbound.
>
> Civic Avenue into President Avenue eastbound
>
> and President Avenue into Traynor Avenue southbound."
>
> (Underlining mine)

It is perplexing that RMS could put so much work into the preparation of its proposed project yet overlook the strong need for public amenity in relation to school children, let alone disabled ones. This oversight has installed a distinct

lack of confidence in me that RMS has any real concern about public amenity, let alone public safety.

When the problem of no right turn from Civic Avenue into President Avenue was brought to the attention of RMS staff at the local meeting they made the off-the-cuff suggestion that a set of traffic lights could be installed at the intersection.

This can only be described as a ridiculous solution to the problem when the object of RMS is to speed up traffic using President Avenue as the entrance to and exit from the proposed tunnel way. It means that within a distance of less than 400 metres there will be three sets of traffic control lights with their various control movements. What a bank up of traffic that will create!

It is blatantly stupid to assert, as the RMS has done in its above publication at p40 :

> "The F6 Extension Stage 1 will deliver improvements to bus travel times and reliability on these key roads"

How on earth that statement can be asserted in relation to the bus service between Hurstville and Kogarah (Route 947 including the school buses, let alone the St George School Buses) when the traffic, on RMS's own admission (see p41), will be increased and further traffic lights installed on an important section of their route?

To my eyes of over 60 years of driving experience, the proposal of a tunnel is in fact ridiculous but not just for that reason of imposing an additional set of lights.

Wherever one turns to consider RMS's proposal as detailed in its publications one finds extraordinary contentions. For example under the heading "Easing congestion in south Sydney" it is specifically asserted in a dramatic exposition that there will be a "**40% Reduction in Heavy vehicle traffic on sections of the Princes Highway (north of President Avenue)".**

Does that mean that that 40% of the heavy vehicles which now use that section of the Princes Highway will simply disappear? Or does it mean that that 40% will re-emerge out of the F6 tunnel onto President Avenue thereby further conglomerating a busy suburban street passing by a quiet garden suburb?

Such a proposal hardly ameliorates the disruption of the public amenity in the area.

Further disruption to the local community will be caused by the proposal and its need to "facilitate" traffic flow on President Avenue by the project introducing peak hour clearways along President Avenue to increase capacity between Princes Highway and O'Connell Street. The availability of on-street parking will also be reduced with the introduction of three new "No Parking" zones on President Avenue.

It does not take much imagination to envisage where the prohibited parkers will go. Of course, they will go into the side streets near the shops, namely the residential streets of Moorefield Street, Oakdale, Traynor and Lachal Avenues on the south side of President Avenue and Cross Street on the north side.

A most relevant question is how does that benefit the amenity of the residents of those streets and avenues?

Thus far I have been considering the effects upon local traffic which will occur if the concept is approved. Let me now turn to something I have observed on several times recently. That is the effect which the F6 will have on pedestrians using President Avenue which include me when I catch the 947 bus to and from Kogarah.

I have recently observed different women pushing pram/strollers with one hand leading a very young primary school child on one occasion, and another young child on a different occasion, walking east along President Avenue obviously heading to the public school in Crawford Road. After waiting for the appropriate traffic light at the intersection of West Botany Street and President Avenue to be able to cross, they have then continued their eastern journey on the northern footpath of President Avenue

To say the least it is a fair walk from West Botany Street to Crawford Road, let alone the Public School. Of course, I do not know where they started their journey.

It is not difficult to imagine the traumatic effect that the traffic lights for the entrance or exit traffic at the F6 tunnel would have upon such mothers trying to get to Crawford Road School. Would they in fact be able to cross the exit/entrance of the tunnel? I suggest only if there is a pedestrian access traffic light installed there, which is unlikely because it would seriously impede the entering and exiting traffic for additional time.

If there was no such pedestrian crossing there, the following excursion would be needed to be undertaken by the obviously laden mothers.

First, they would need to cross President Avenue from north to south in accordance with the pedestrian crossing lights at the intersection with West Botany Street. They would then head east crossing Moorefield Avenue and coming up to Civic Avenue which is always busy at the intersection with President Avenue.

Traffic lights there would be an advantage to them. After crossing Civic Avenue their now lengthened journey would continue eastward to O'Connell Street which they would have to cross without the benefit of pedestrian crossing lights. They would then continue east to the intersection of Crawford Road and President Avenue where they would have the benefit of pedestrian crossing lights. They then walk north along Crawford Road, crossing O'Neill Street until they reach the school.

Needless to say, their ordinarily lengthy walk will be turned into a much longer, arduous and dangerous journey which has to be done twice a day.

This is hardly serving the public amenity. I object to the proposal because it does not.

A further matter which the RMS appears to be overlooking is what happens when all the extra traffic imposed west bound upon President Avenue reaches the Princes Highway? Their proposal envisages steps being taken to accommodate the extra traffic at that intersection.

Steps have already been taken to eliminate right turns at Gray Street and Jubilee Avenue to speed up traffic (which, incidentally, has not had that effect at all but rather the contrary).

All this allegedly much expedited traffic occupying three lanes southbound then hits a reasonably big snag. It loses the benefit of the inside or first lane at about West Street, Carlton which under present circumstances in peak hour can create a bank up of south bound traffic as far back as Park Road.

It is not hard to envisage the traffic snarl which will occur in peak hours if RMS's project is permitted to go ahead. I strongly object to the multiplier effect of traffic congestion which will be created.

Another disturbing matter is the RMS suggestion that Lachal Avenue which is presently one way for north bound traffic be made into a two way traffic street with east bound vehicles being able to turn right out of President Avenue into Lachal Avenue. Despite its misleading designation as an Avenue, Lachal Avenue is a very narrow street. For many hours of the day and night it is full of non-resident's vehicles being parked on the western side of the "avenue". To turn the street into two way traffic with street parking on the western side would be impossible.

Obviously appropriate no-standing signs would need to be installed on the western side to prevent the many workers from the local hospitals and other institutions parking there.

Thus prohibited from parking in Lachal Avenue, those parkers would seek parking elsewhere. Where? They would obviously then park in the one way street of Traynor Avenue causing other parkers to move further eastwards into Oakdale Avenue to park. Calamity will arise when the clearway hours come into operation on the southern side of President Avenue.

Clearly, the project has not been thought out properly by RMS especially in terms of public amenity. It is an objectionable proposal.

Another firm objection I have to the proposal relates to the fact that on most mornings of the week I am required to drive three of my young grand-children to their primary school in Bay Street, Brighton. This means that I have to somehow safely cross President Avenue to get into West Botany Street.

To increase the traffic on President Avenue by the introduction of the F6 tunnel will make my (or my wife's) school journey of a morning with our grand-children more hazardous than it is now. Even as an experienced international driver I am apprehensive of a morning when driving my grand-children to school via Civic Avenue.

Due to traffic arriving in Civic Avenue from outside of the Moorefield estate, e.g. traffic leaving Gray Street, entering Scott Street and Scott Lane, then Marshall Street into Civic Avenue, the traffic is quite heavy at the intersection with President Avenue of a morning. The route provides a short-cut or "rat run" from Gray Street instead of dealing with the various traffic lights, reduced speed limit and the intersection of the Highway and President Avenue.

Sometimes the heavy traffic situation causes me to take the alternative of turning left into President Avenue and proceeding west to the intersection of Cross Street. There I wait for a break in east bound traffic before turning right into Cross Street. Naturally I fear that some inattentive driver will not see my right turn indicator in time.

I return from my morning and afternoon school runs via West Botany Street and cross President Avenue in the left lane to enable me to drive into Moorefield Avenue. But lo and behold, the RMS proposes to block Moorefield Avenue off at President Avenue.

To sum it up, the RMS proposals will have the effect of trapping me inside the Moorefield Estate and destroying the surrounding natural beauty of the area, including the wildlife in the nearby parks.

And then to top it all up they propose to build a monstrosity of a multi-storey exhaust stack (unfiltered I believe) in West Botany Street.

Please consider my grounds of objection.

[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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

I object to the F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. WestConnex and the F6 extension is purely infrastructure to raise toll revenue, predominantly into the private hands of a Transurban led consortium.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who will be impacted by cumulative projects without all information available and making it difficult to evaluate the long term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days. There was no genuine community consultation for the F6. Information sessions that were staffed by poorly informed consultants might "tick the box" but it does not amount to community consultation.

I object to the decision by AECOM to do no serious traffic modelling outside the project area and the cumulative impacts on our area including the M5 East on southern Sydney roads. It is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result.

Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

More and more cities around the world are coming to this realization and demolishing their freeways, not building new ones. Given this, why is the NSW Government so completely out of step with contemporary transport solutions?

It is disingenuous to claim in the EIS that given the current usage of car travel justifies the "need" for the F6 Extension.

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment.

Some negative impacts include:

- Environmental (such as urban sprawl, smog and air pollution)
- Economic (from providing urban infrastructure across a more dispersed geographical area) and
- Social (including isolation, economic stratification of areas and reduced access to public services).

Not everyone can use a public transport service for all of their trips. But getting an increased percentage of trips onto public transport has benefits for the whole community. Reducing our car dependency is a cornerstone of most modern planning objectives. Improved health, reduced stress and less wasted time are benefits that most people can get from reduced car dependency.

NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

I object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use.

Improvements to the Illawarra passenger and freight rail line would also avoid multiple sets of traffic lights and provide employment, reaching ones' destination much faster and no problems finding parking. It would also result in less damage to communities, enhance property values, and produce less pollution. The only loser of this strategy are toll road operators. I find it disappointing that our Government issued a cabinet direction in place not to consider other options must not preclude the consideration of public transport. On this basis I object to the F6, as it is not for public benefit.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

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

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

Yours sincerely,

Robert Greenhill

[redacted]Kogarah NSW 2217, Australia

_____

[redacted]

[redacted]

Name: Simone D'Astoli
Email: [redacted]

Address:
[redacted]

KOGARAH, NSW
2217

Content:
SEE ATTACHED SUBMISSION

[redacted]

Attention Director
Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My objection to the F6 Extension:

I object to the WestConnex project, including the F6 Extension Stage 1, on the basis that it will not meet its contrived core objectives, such as taking traffic off local roads, and ask that the Minister for Planning reject the F6 Extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available, making it difficult to evaluate the long term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days. There was no genuine community consultation for the F6. Information sessions that were staffed by poorly informed consultants might "tick the box" but it does not amount to community consultation.

Multiple 4-year WestConnex stages on the communities of Arncliffe through to Kogarah falls into the realm of unacceptable and unreasonable oppression of local communities. The lived experience at Arncliffe, Haberfield, and St Peters has demonstrated that the current approval processes, based around impacts of short term projects should not apply.

I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their consistent failure to reveal the assumptions on which it is based so independent traffic planners can test its results.

There is already more than sufficient capacity along our road corridors to cater for all the essential vehicle travel, particularly if alternative strategies such as demand management and public transport investment are implemented. Improving the Illawarra passenger and freight lines would increase commuter capacity 10 times more than the F6, at a fraction of the cost.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

The decision not to benchmark the cost of the toll road against the cost of rail solutions represents a serious and significant shortcoming of the F6 Extension EIS and Business Case. It is not acceptable that a range of design and location options were considered, but only in the context of a tolled and untolled road-based solution. This does not comply with the SEARS.

There has been no authentic consideration for alternatives, in particular a major expansion of commuter rail transport. The Department of Planning should reject this inadequate EIS and conduct a full investigation into the flawed processes that have led to already massive expenditure on privatised toll roads. I object to a proposal that is so out of step with contemporary urban planning.

I object to a transport solution that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids. There is no way in hell that I'd support any development that would put the lives of pupils, teachers and parents at risk", yet when he was the Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary, McCallum's Hill primary, Haberfield primary, Arncliffe primary, St. Francis Xavier Catholic primary (being just a few of some one hundred schools) exposed to dangerous pollution not worth the small cost of stack filtration?

I object that there is an inadequate complaints process in place. Residents complain their homes are starting to crack from either vibration or groundwater drawdown. The RMS fail to protect, mitigate or make good damage caused to homes, placing the onus on homeowners the signifcant expense to prove that home damage is due to construction. All the while denying access to detailed vibration and geotechnical documuments. This is unconsciounable conduct and a breach of duty of care by both RMS and the Deparatment of Planning.

I further object:

That we will experience noise during construction at unsafe levels that can damage the health of my young family.

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

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

Name: Simone D Astoli

Address: [redacted] Kogarah

Email: [redacted]

Signature [redacted]

[redacted]

Name: Tu Toan Tran
Email: [redacted]

Address:
[redacted]

Rockdale, NSW
2216

Content:
To whom it may concern,

My name is Tu Toan Tran and I am the owner of 361 West Botany Street. The application number for this submission is SSI_8931. I strongly object to the F6 Extension Stage 1 for a number of reasons. First, this will cause great noise and air pollution to the area once construction starts. Health problems and continuous disturbances including heavy construction vehicles travelling through West Botany Street will impact the lives of residents. Undeniably, this will also impact the foundation of houses and buildings along the street and will even decrease the value prices of these properties.

I sincerely hope the government will listen to the public opinion and resident appeals to stop the F6 Extension immediately.

If the government does not care about our demands and objections, I hope the government can make an acquisition of these properties in West Botany Street with a reasonable market price.

Regards,

Tu Toan Tran

[redacted]

[redacted]

[redacted]

Name: Betty Johnson
Email: [redacted]

Address:
[redacted]

Kogarah, NSW
2217

Content:
Refer attached

[redacted]

SUBMISSION REGARDING THE EIS – PROPOSED F6 EXTENSION STAGE 1.

8 December 2018.

My name is Betty Margaret Johnson.
Address: [redacted] Kogarah NSW 2217.
Application number SS1_8931.

Regarding the Proposed F6 Extension Stage 1, I have attended many of the RMS Community Update Sessions held in the local area, checked sections of the EIS, and more recently, attended the RMS Workshop held on 28 November 2018. As well, I gave input at a meeting with some RMS staff early in the morning on 4 December 2018 at the corner of President and Civic Avenues, to view peak traffic conditions that residents have to negotiate each day.

When I attended the RMS Workshop, my statement "*Present Traffic Conditions Relating to the Moorefield Estate*" with my "*Summary*" attached, was accepted and tabled at the commencement of the meeting (copy of this report – see further down).

MY STATEMENT REGARDING THE PROPOSED F6 EXTENSION STAGE 1.

I hereby state that I very strongly object to the Proposed F6 Extension Stage 1. It should not proceed on its present route!

More and more traffic results from the extensive construction of high-rise units, with insufficient parking on the premises. Many coastal suburbs are changing from 'residential areas' to 'future concrete jungles'. The Wetlands and the Rockdale Bicentennial Park should be given priority to remain as they are and be 'an oasis for the future'.

By only completing Stage 1 first, by itself, it will only create more traffic in President Avenue (National Highway 1) which is already extremely busy in peak traffic.

The proposed F6 tunnel, Stages 1, 2 and 3, should be put on hold and further consideration be given for an alternative route that will not put at risk our wonderful flora and fauna's habitat and our waterways.

Also more consideration should be given to further improve Public Transport with more commuter carparks.

THE REASON FOR MY OBJECTION.

As well as my previous statement regarding the Wetlands, I restate my "*Summary*" tabled at the Workshop Meeting on 28 November 2018.

"SUMMARY."

"When observing traffic turning from Princes Highway into President Avenue, well over 95% of vehicles have only the driver inside.

What has been proposed in the EIS to accommodate this traffic flow, will greatly inconvenience and destroy the lifestyle of residents in the Moorefield Estate, as well as other residents living along President Avenue and in other areas also being affected by the F6 Extension Stage 1.

The F6 Extension Stage 1 Exit Tunnel will also be detrimental to the many endangered species of wildlife in the Wetlands. We have been told there are endangered frogs and turtles in the water, as well as an endangered bird, with many other birds being affected by the removal of trees in which they nest. Some species of birds will not relocate. These Wetlands are important and should be maintained and improved, not destroyed. The Wetlands were apparently noted by Captain Cook when he sailed into Botany Bay.

It appears that all of the trees in President Avenue will be removed and these are needed because of the pollution from increased vehicles.

The exhaust stack across the street from our historical Bicentennial Park, the latter being used by so many people, as well as being a playground for children, also used by school children who cross to attend the Brighton-le-Sands Primary School, as well as visiting soccer teams from other areas of Sydney, and residents in the nearby area, is an utter disgrace to be positioned where it is proposed!

Then there is the massive working sites that will be in many areas to create the tunnel, with the noise, dust and increased trucks to be used. All this to accommodate mainly vehicles with only one person inside! (Check this by standing at the top of President Avenue of a morning in peak traffic!)

This part of Sydney presently has three main roads, The Grand Parade, Princes Highway and Rocky Point Road, now another proposed F6 tunnel. Even if built, what happens in years to follow – most past motorways were constructed, only to be later extended due to traffic increase – the more Freeways/Motorways/tunnels, the more the traffic increases. More efficient public transport is required and should be a priority.

Most residents to be affected by this F6 tunnel are furious about it. Many would have probably accepted light rail through the F6 Corridor, with several Commuter Carparks to encourage motorists to use public transport and there would have been much less pollution, destruction of wildlife and trees in the Wetlands, the latter being an area that should be well maintained in the "concrete jungle" presently being created due to the massive increase in high-rise units, many of which, if they should have only one garage per unit, is used for storage, with more and more cars therefore parked on streets to hinder traffic flow further. Gone is the time when a family had only one vehicle!

The F6 tunnel, as a whole, will only bring more disgust, inconvenience and hardship to all residents who will be affected by Stage 1, Stage 2 and Stage 3 when they are commenced. The whole tunnel should be 'put on hold' and money spent to update and increase public transport with more Commuter Carparks to accommodate vehicles. (We commend the more recent changes made in the Illawarra Line trains - catching one in peak traffic, is much better than in the past.)

Thank you for considering our thoughts.
Betty & Ken Johnson. 28 November 2018."

If this F6 Extension Stage 1 proceeds, then the very first comment I submitted to the RMS on 19 July 2018, titled "***A Future Advertisement for Rockdale Bicentennial Park?***" may come to fruition, but if the Wetlands should deteriorate, as the result of the tunnel, even this advertisement would not be applicable in the future?

"*New Advertisement for Rockdale Bicentennial Park.*

Rockdale Bicentennial Park was created in 1988 to celebrate the 200th birthday of our Nation.

The Park is a favourite place for families to come and spend a relaxing time of enjoyment. There are facilities for children, a Bicycle Track (younger children can learn to ride their bicycles on this track), good Playground Equipment, a Skate Board Park, also plenty of space for games – children will have so much fun and exercise running around in the Park! Picnic tables are available or bring a blanket to have lunch on the grass.

Organised Soccer Matches, with teams coming from different parts of Sydney, also take place in the Park.

Families can also take an enjoyable stroll along the edge of the Wetlands, where there is a little bridge, which the children will enjoy running across - perhaps they will see little fish swimming in the water and if they watch closely they may even see a turtle! It is also a pleasure to see the ducks paddling on the water.

Near the Brighton-le-Sands entry to the Bicentennial Park, very attractive, flowering, Australian Wattle Trees can be seen around August each year.

At nightfall, it is most interesting to see the many native birds that come to nest in the trees - hear their different bird calls as they settle for the night.

Please bring a picnic lunch and enjoy this delightful area.
Oh, another thing, don't forget to bring your face masks as the F6 Exhaust Stack is directly across the road from the Bicentennial Park!"

FURTHER INFORMATION.

At the recent meeting with RMS people on 4 December 2018, I passed on two newspaper clippings of the bad floods in March 1975, during which President Avenue, Kogarah and also parts of Sans Souci were flooded.

President Ave, Kogarah.


BIGGEST WEEK-DAY SALES IN N.S.W.

LATE FINAL

Daily Mirror

THE INDEPENDENT PAPER

MIDWEEK TAB GUIDE

NEW STORM TERROR

TWO SWEPT TO DEATH

Another deluge

Continued on Page 2

TODAY: PACESETTERS P 24 — A HELLUVA WOMAN P 12

Sans Souci.


The Daily Telegraph

LEILANI INJURES LEG IN $1M RUN

see back page

DELUGE — AND IT ISN'T OVER YET

At this stage, I would like to extend my appreciation of the understanding and assistance that the RMS F6 personnel have given during their many contacts to inform people about the F6.

THE FOLLOWING IS A COPY OF MY STATEMENT TABLED AT THE F6 WORKSHOP ON 28 NOVEMBER 2018.

F6 Extension - Stage 1.

PRESENT TRAFFIC CONDITIONS RELATING TO THE MOOREFIELD ESTATE.

- **PAST HISTORY**:
- Some years back The Moorefield Estate was part of SG20 Neighbourhood Watch. Contact was made with the then Department of Main Roads requesting traffic signals be installed at the intersection of **President Ave and Civic Avenue**, due to difficulty for residents exiting the Estate to turn right to go to Botany Bay, the Airport and beyond. SG20 Neighbourhood Watch was told that this would not proceed, due to there being insufficient fatalities to warrant the expense!
- **Civic Avenue** is an extremely important exit onto President Avenue for residents from the Moorefield Estate, not just to turn right to travel to Botany Bay, the Airport and beyond, it is very frequently used by residents to cross to the right-hand turn bay in President Ave at the intersection with West Botany Street, to travel to Rockdale and the Airport via West Botany Street.
- It was also proposed in past years, that President Avenue would be extended to cross over Princes Highway to access the Kogarah Business Area. This also did not happen – a large block of units now stands on the section of land previously set aside for this extension of President Avenue.

MOOREFIELD ESTATE STREET INFORMATION.

- The perimeter roads, **Civic Avenue and Marshall Street,** both through roads, are the widest streets in Moorefield Estate. All other streets are very narrow residential streets, barely three cars wide. When residents have visitors, their vehicles, with other cars parked in the street (TAFE students, medical staff from the hospitals, staff from the nearby schools), only leaves one car width for other vehicles to pass. Because these streets are so narrow, residents often have great difficulty exiting and entering their properties due to vehicles being parked too close to their driveways. For those residents whose driveways are not opposite another neighbours' driveway, it takes a lot of manoeuvring to actually gain road access to drive.

- Apart from the present five streets connected with President Avenue, the only other exit from the Moorefield Estate is from **Marshall Street onto Rocky Point Road, in close proximity to turning traffic from Princes Highway.** For residents, this exit has long been very risky – needing to angle your vehicle ready for exit, watching for what is considered a long enough break in the turning traffic, then exiting quickly, hoping that your vehicle won't be rammed! **It is actually a case of 'playing chicken' with the vehicles coming at high speed off Princes Highway onto Rocky Point Road!**

- **More recent traffic changes in the Estate** occurred when Lachal Avenue was made one-way out onto President Ave, Traynor Avenue one-way in, Oakdale Avenue having designated parking spaces and all three streets, plus Annette Avenue, having restricted parking. This resulted from excessive TAFE, medical staff from the hospitals and staff and students from the schools parking in the area. Marshall Street also is another parking lot for schools' and hospital staff.

  Further changes were made to Lachal and Fairway Avenues when the RMS declared the vicinity of the intersection of Lachal and Fairway Avenues as a 40km/hr school zone in 2013, with not just plain signs marked on the roads with dragons' teeth, but Lachal Avenue also has full blown signage with flashing lights!

- **The most recent traffic congestion** in President Ave has occurred as the result of the closure of the two right-hand turn bays at the intersection of Princes Highway and Gray Street. Since this took place, more vehicles are forced to use the right-hand turning bay in President Ave to travel to Kogarah and beyond. This results in very long queues, some days from Princes Highway all the way back to Oakdale Avenue, with TAFE traffic, travelling from Princes Highway, trying to also break through the long queue to access their parking area on the southern side of President Avenue. As well, some vehicles actually stop in the inner of the two left-turning lanes, to push into the queue to turn right. Quite often, this area from Princes Highway down to West Botany Street is a complete mess.

- **IT IS WITHOUT DOUBT THAT AFTER THE COMPLETION OF THE F6, TRAFFIC WILL BE A LOT WORSE THAN IT IS NOW.**

Present Road Conditions	Affected by F6	Suggestions
PRESIDENT AVENUE TO LACHAL AVENUE. *From Princes Highway, 3 lanes (eastbound).* *Approaching Princes Highway (westbound), 3 lanes (2 lanes turning south, with only 1 lane turning right, with a very short division into 2 lanes at Princes Highway).* The section from Princes Highway to Lachal Avenue is extremely busy, particularly the westbound right-hand turning lane to Princes Highway (the queue sometimes extends all the way down to Oakdale Ave). TAFE traffic cross in this section. Some motorists also stop in the inner left-turn lane and eventually push into the right-hand turning queue, even though the road lane is marked 'left-hand turn' only.	**PRESIDENT AVENUE TO LACHAL AVENUE:** *Similar lane configuration as shown left (3 lanes each side), with turning bays for TAFE traffic.* The turning bays may assist TAFE traffic, but in each turning bay, the TAFE traffic will still have to cross 3 lanes of busy traffic to either enter or exit the TAFE parking area. Further, these turning bays may have a limited capacity for the number of TAFE vehicles required.	**PRESIDENT AVENUE TO LACHAL AVENUE:** The split right-hand turning lanes near Princes Highway are not coping with the volume of traffic turning right in peak times. The split lanes should be extended a lot longer in President Avenue, with a solid line between the left and right turn lanes. **For safe exit onto President Avenue, residents require traffic signals.** Lachal, Traynor, Oakdale and Moorefield Avenues are very narrow streets and are not through streets. Civic Avenue is wider and the logical option. **Also traffic signals to safely enter Rocky Point Road from Marshall Street are required.**
LACHAL AVENUE **(Very narrow street, with restrictions. Not a through street.) Speed restrictions due to school zone.** *Presently one-way traffic, northern end, exiting onto President Avenue.* ***RMS declared part of Lachal Avenue and Fairway Avenue as a 40km/hr school zone in 2013, with not just plain signs on the road with dragons' teeth, but Lachal Avenue also has full blown signage with flashing lights!*** In afternoon peak traffic, it is very difficult to exit and cross 2 lanes of traffic to reach the innermost lane in President Avenue (westbound) to prepare to turn right onto Princes Highway. Traffic sometimes extends from Princes Highway all the way back to Oakdale Ave. A right-hand turn from Lachal Avenue to travel to Botany Bay is also most difficult in peak traffic, having to cross 3 lanes of traffic. The street also has restricted parking due to TAFE, hospital and schools' staff parking.	**LACHAL AVENUE** **(Very narrow street, with restrictions. Not a through street.) Speed restrictions due to school zone.** *Lachal Avenue to have two-way traffic, with a turning bay on the other side of President Avenue.* **What is the logic of adding extra traffic through Lachal Avenue with a 40km/hr school zone in place?** For drivers to exit right, to access the turning bay in President Ave, (easterly traffic) they will have to cross 3 lanes of traffic. **This is like asking motorists to 'commit suicide'!** With the build-up of traffic in afternoon peak time, this will be near impossible, as traffic already extends from Princes Highway all the way down past Lachal Avenue, to Oakdale Avenue. The street is too narrow for two-way traffic (only three car widths wide). Crossing 2 eastbound lanes to the right-hand turning bay to Princes Highway will also be difficult.	**LACHAL AVENUE** **(Very narrow street, with restrictions. Not a through street.) Speed restrictions due to school zone.** Consider residents It will be difficult for their visitors to park on the street if the street is made two way traffic. The street is too narrow for two-way traffic and parking. **For safe exit onto President Avenue, residents require traffic signals.** Lachal, Traynor, Oakdale and Moorefield Avenues are very narrow streets and are not through streets. Civic Avenue is wider and the logical option. **Also traffic signals to safely enter Rocky Point Road from Marshall Street are required.**

Present Road Conditions	Affected by F6	Suggestions
TRAYNOR AVENUE **(Very narrow street, with restrictions. Not a through street.)** *One-way traffic south from President Avenue to Annette Avenue.* *Presently allowed a right-hand turn from eastbound side of President Avenue and a left-hand turn from westbound side of President Avenue.* Many residents travelling from Princes Highway turn right at the intersection with Cross Street, into the one-way-south Traynor Ave when possible to do so.	**TRAYNOR AVENUE** **(Very narrow street, with restrictions. Not a through street.)***Appears to retain one-way traffic from President Avenue to Annette Avenue.* *Only entry into Traynor Avenue will be from westbound President Avenue (travelling from Botany Bay to Princes Highway).* Traynor Avenue residents living in the section from President Avenue to Annette Avenue, will be greatly inconvenienced if the present right-hand turn from President Avenue into Traynor Avenue is removed. These residents, when travelling from Princes Highway, down President Avenue, being unable to enter Traynor Avenue, will require a different route to enter their homes - perhaps turn into Lachal Avenue being two-way under the proposed changes, left turn into Annette Avenue, cannot turn left into Traynor Avenue (one-way south), left turn into Oakdale Avenue, left turn back into President Avenue to turn left into Traynor Avenue to reach their homes. **This is ridiculous**!	**TRAYNOR AVENUE** **(Very narrow street, with restrictions. Not a through street.)**Do not disallow residents to turn from the eastbound side of President Avenue at the intersection of Cross Street, so they can enter the one-way-south Traynor Ave to reach their properties. **For safe exit onto President Avenue, residents require traffic signals.** Lachal, Traynor, Oakdale and Moorefield Avenues are very narrow streets and are not through streets. Civic Avenue is wider and the logical option. **Also traffic signals to safely enter Rocky Point Road from Marshall Street are required.**
OAKDALE AVENUE **(Very narrow street with some parking restrictions. Not a through street.)** *Presently entered from both directions of President Avenue,*	**OAKDALE AVENUE** **(Very narrow street with some parking restrictions. Not a through street.)** More traffic as the result of the F6 Extension Stage 1.	**OAKDALE AVENUE** **(Very narrow street with some parking restrictions. Not a through street.)** **For safe exit onto President Avenue, residents require traffic signals.** Lachal, Traynor, Oakdale and Moorefield Avenues are very narrow streets and are not through streets. Civic Avenue is wider and the logical option. **Also traffic signals to safely enter Rocky Point Road from Marshall Street are required.**

Present Road Conditions	Affected by F6	Suggestions
MOOREFIELD AVENUE **(Very narrow street.)** *No entry from President Avenue eastbound.* Moorefield Avenue is presently used as a safe exit to go to the Princes Highway, motorists exiting with the safety of the Traffic Signals at the West Botany Street intersection. It is also well-used when returning from Rockdale and the airport - along West Botany Street. Motorists use the left lane in West Botany Street, turn right into President Avenue and immediately exit left into Moorefield Avenue.	**MOOREFIELD AVENUE** **(Very narrow street.)** *Moorefield Avenue to be made a cul-de-sac.* **Why close it?**	**MOOREFIELD AVENUE** **(Very narrow street.)** **Keep Moorefield Avenue open!** **For safe exit onto President Avenue, residents require traffic signals.** Lachal, Traynor, Oakdale and Moorefield Avenues are very narrow streets and are not through streets. Civic Avenue is wider and the logical option. **Also traffic signals to safely enter Rocky Point Road from Marshall Street are required.**
CIVIC AVENUE **(Widest and only through street)** *The only entry into Civic Avenue is westbound from President Avenue. (No entry into Civic Avenue from President Avenue eastbound, nor from West Botany Street.)* *Residents can exit both ways onto President Avenue, also cross over 3 lanes to join the right-turn lane to enter West Botany Street.* Civic Avenue is well used by residents. (a) To turn right to travel to Botany Bay, Brighton-le-Sands, Airport and beyond. (b) To cross 3 lanes of traffic to enter the 4th right-turn lane to travel to Rockdale, Airport, M5 and beyond. (c) To turn left to Princes Highway. All of the above are very difficult to access in peak traffic.	**CIVIC AVENUE** **(Widest and only through street)** *Entry into Civic Avenue only from westbound President Avenue traffic.* *Exit onto President Ave only into the westbound traffic in President Avenue.* (a) Residents are disappointed that a right-turn will not be permitted to travel to Botany Bay and beyond. (b) Accessing the existing right-hand turning lane in President Avenue to turn into West Botany Street will become more difficult, or even be not accessible in peak traffic, when the traffic queue extends past the intersection with Civic Avenue. If unable to cross due to a long queue, residents turn left from Civic Avenue, proceed to the right-hand lane in President Avenue to turn right into Cross Street. **Residents may not be able to do this in the proposed changes?**	**CIVIC AVENUE** **(Wider and only through street)** **For safe exit onto President Avenue, residents require traffic signals.** Lachal, Traynor, Oakdale and Moorefield Avenues are very narrow streets and are not through streets. Civic Avenue is wider and the logical option. **Also traffic signals to safely enter Rocky Point Road from Marshall Street are required.**

Present Road Conditions	Affected by F6	Suggestions
ONLY OTHER EXIT FROM THE ESTATE. **Marshall Street (wider street), but a street parking lot for people connected with the hospitals and schools.**	**ONLY OTHER EXIT FROM THE ESTATE.** **Marshall Street (wider street), but a street parking lot for people connected with the hospitals and schools.**	**ONLY OTHER EXIT FROM THE ESTATE.** **Marshall Street (wider street), but a street parking lot for people connected with the hospitals and schools.**
Marshall Street joins Rocky Point Road in close proximity to Princes Highway. For residents, this exit has long been very risky – need to angle vehicle ready for exit, watch for what is considered a long enough break in the turning traffic, then exit quickly, hoping that your vehicles may not be rammed! It is actually a **case of 'playing chicken' with the vehicles coming at high speed off Princes Highway onto Rocky Point Road!**	*No street change.* Traffic in Marshall Street and the exiting traffic from Princes Highway will both increase as the result of the F6 Extension Stage 1.	Traffic signal incorporated with the exiting traffic signal for turning traffic from Princes Highway would give more safety for residents to exit onto Rocky Point Road. **Also traffic signals to safely enter Rocky Point Road from Marshall Street are required.**

OTHER AREAS WILL ALSO BE AFFECTED BY THE F6 EXTENSION STAGE 1

Present Road Conditions	Affected by F6	Suggestions
CROSS STREET. *Traffic presently can turn left into eastern traffic on President Avenue to go to West Botany Street and Botany Bay and can also cross over and join the western traffic to go to Princes Highway.*	**CROSS STREET.** *Left turn onto President Ave permitted, but no access to cross and join the western traffic in President Avenue.* This change in traffic flow will greatly inconvenience many residents north of President Avenue.	**CROSS STREET.** Please consider these residents on the northern side of President Avenue, that they will have good alternative access to President Avenue, Princes Highway and Botany Bay.
PRESIDENT AVENUE - EAST OF THE WETLANDS. *Traffic flow at the intersection with O'Connell Street – good.*	**PRESIDENT AVENUE - EAST OF THE WETLANDS.** *Traffic flow the same, but will be greatly increased when the F6 tunnel is in operation.* Residents living in this section of President Avenue will be greatly inconvenienced during construction and the raising of the road. Also with increased traffic flow when the F6 tunnel is opened.	**PRESIDENT AVENUE - EAST OF THE WETLANDS.** Please consider residents whose homes are listed for demolition.

SUMMARY.

When observing traffic turning from Princes Highway into President Avenue, well over 95% of vehicles have only the driver inside.

What has been proposed in the EIS to accommodate this traffic flow, will greatly inconvenience and destroy the lifestyle of residents in the Moorefield Estate, as well as other residents living along President Avenue and in other areas also being affected by the F6 Extension Stage 1.

The F6 Extension Stage 1 Exit Tunnel will also be detrimental to the many endangered species of wildlife in the Wetlands. We have been told there are endangered frogs and turtles in the water, as well as an endangered bird, with many other birds being affected by the removal of trees in which they nest. Some species of birds will not relocate. These Wetlands are important and should be maintained and improved, not destroyed. The Wetlands were apparently noted by Captain Cook when he sailed into Botany Bay.

It appears that all of the trees in President Avenue will be removed and these are needed because of the pollution from increased vehicles.

The exhaust stack across the street from our historical Bicentennial Park, the latter being used by so many people, as well as being a playground for children, also used by school children who cross to attend the Brighton-le-Sands Primary School, as well as visiting soccer teams from other areas of Sydney, and residents in the nearby area, is an utter disgrace to be positioned where it is proposed!

Then there is the massive working sites that will be in many areas to create the tunnel, with the noise, dust and increased trucks to be used. All this to accommodate mainly vehicles with only one person inside! (Check this by standing at the top of President Avenue of a morning in peak traffic!)

This part of Sydney presently has three main roads, The Grand Parade, Princes Highway and Rocky Point Road, now another proposed F6 tunnel. Even if built, what happens in years to follow – most past motorways were constructed, only to be later extended due to traffic increase – the more Freeways/Motorways/tunnels, the more the traffic increases. More efficient public transport is required and should be a priority.

Most residents to be affected by this F6 tunnel are furious about it. Many would have probably accepted light rail through the F6 Corridor, with several Commuter Carparks to encourage motorists to use public transport and there would have been much less pollution, destruction of wildlife and trees in the Wetlands, the latter being an area that should be well maintained in the "concrete jungle" presently being created due to the massive increase in high-rise units, many of which, if they should have only one garage per unit, is used for storage, with more and more cars therefore parked on streets to hinder traffic flow further. Gone is the time when a family had only one vehicle!

The F6 tunnel, as a whole, will only bring more disgust, inconvenience and hardship to all residents who will be affected by Stage 1, Stage 2 and Stage 3 when they are commenced. The whole tunnel should be 'put on hold' and money spent to update and increase public transport with more Commuter Carparks to accommodate vehicles. (We commend the more recent changes made in the Illawarra Line trains - catching one in peak traffic, is much better than in the past.)

Thank you for considering our thoughts.
Betty & Ken Johnson. 28 November 2018.

[redacted]

Name: Stefanie Dietsch
Email: [redacted]

Address:
[redacted]

Kogarah, NSW
2217

Content:
My submission is attached in PDF format.

[redacted]

14 December 2018

Director-Infrastructure Projects
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Sir/Madam,

I strongly object to the F6 project (Application number: SSI_8931)

I have read the F6 Extension Environmental Impact Statement and have a number of concerns that require addressing.

My primary concerns are:-

1. Limited Community Consultation for the EIS and its consequences for my community
2. The EIS presented a biased evaluation of other transport alternatives for the F6 Corridor
3. Environmental concerns for our wetlands and the native animals who call the wetlands home
    - Endangered Ecological Communities will be destroyed
    - Part of Kings Wetland to be used for part of a Construction site
    - Loss of 449 trees. President Ave will be treeless and Bicentennial Park will be destroyed.
    - Groundwater Dependent Ecosystems will be damaged.
    - Loss of habitat for Threatened Animals
    - Loss of habitat for all Native Animals
    - Effect of Contamination on the Wetlands
    - Effect of Salinity on the Wetlands
4. Loss of Streetscape and division of our community
5. Bicycle Path through Patmore Swamp
    - Damage to a heritage listed item
    - Damage to Endangered Ecological Communities
6. Health Impacts on my community
7. Noise Impacts on my community
8. Entrapment of Moorefield Estate Residents

I have outlined my concerns in the attached submission for your review.

Yours Sincerely

Stefanie Dietsch

Limited Community Consultation for the EIS and its consequences for my community

I strongly object to the being given 35 days to evaluate over 4000 pages of an Environmental Impact Statement (EIS). The EIS has been compiled by experts in Biodiversity, Geology, Hydrology and other environmental specialities over a period of 6 to 12 months. The Biodiversity chapter alone credited 12 personnel, 5 of whom have obtained Doctorate of Philosophy qualifications. The EIS is a complicated technical document which requires consideration by community as the impacts will be severe in nature if the F6 project proceeds.

I believe setting such a deadline as we approach Christmas is thoughtless and insensitive to the St George community. The EIS is guaranteed to receive fewer submissions due to the lack of time given and the lead up to Christmas with submissions being due on 14 December 2018.

The RMS asked for community submissions last Christmas when the F6 Motorway was first proposed. These submissions were due on the 21 December 2017.

This strategy implemented by the Roads and Maritime Services department (RMS) seeks to silence our community opposition with the ultimate outcome being the F6 is approved by the Minister of Planning.

I seek a further extension for our community to examine the true effects of the F6 Motorway project.

Biased Transport alternatives for the F6 Corridor

In Chapter Five of the EIS – "Project Alternatives and Options" – an inadequate analysis is provided of the alternatives to this project proposal. I do not consider one and half pages of public transport alternatives an adequate analysis. (EIS Chapter 5, page 4). This poor biased evaluation of the alternatives left the reader with the impression that the F6 Project would be considered the only viable alternative. I disagree with this analysis and its outcome.

I seek that a more comprehensive alternative analysis be done by an independent body to evaluate if a Motorway proposal is the best option for the F6 corridor.

Poor site definitions of Patmore Swamp and Scarborough Ponds within the EIS

Throughout the EIS, each chapter and appendices used different locality names for the southern side of President Ave. This lack of definition made it difficult for me to assess the total impact on the southern side of President Ave. It is unclear many times throughout the EIS what part of the Patmore Swamp is being referenced.

Please find below numerous references where clarity is required and the true impact re-evaluated:-

- Appendix H refers to Scarborough Park North. There is no mention of Patmore Swamp.
- Appendix C refers to southern section as Patmore Swamp
- Chapter 9 refers Central Scarborough
- Chapter 24 refers North Scarborough Ponds
- Chapter 6 refers Scarborough Park North

Patmore Swamp once extended over 10,000 hectares and now has be reduced to 100 hectares. Today Patmore Swamp lies between President Ave and Marshall Street. Scarborough Park extends from Marshall Street to Park Road Ramsgate.

I request that EIS needs to be reviewed to ensure uniformity of locality names in the Southern Section of the President Ave so that the true impact of the F6 is clearly understood.

Environmental concerns for our wetlands and the native animals who call the wetlands home

My family and I are passionate about our local wetlands and the native wildlife that call the wetlands home. I actively volunteer for WIRES and rescue many animals here in Kogarah. Most of the animals I care for live in the local Rockdale Wetland's Corridor including the Kings Wetlands, and Bicentennial Park Rockdale.

The wetlands are home to so many native animals and I am very concerned that the construction of the new motorway will have a detrimental effect on the native wildlife. Although many of the native wildlife who live in Bicentennial Park are not endangered, all native animals are protected by law.

I am greatly concerned for the ecological communities within the wetlands that support all native animals for food and shelter. After reading much of the EIS, I have come to the conclusion that the Wetlands will be significantly affected and we as a community will lose our precious wetlands.

According the EIS, five wetlands are located within the study area (EIS Ref: Chapter 12, page 9). The Coastal Management State Environmental Planning Policy also identifies Rockdale Bicentennial Park as Coastal Wetlands.

Wetland	**Importance**	**Located within Project Boundary**
Eve Street Wetland	Nationally	No, but only 500 meters from boundary
Marsh Street Wetland	Locally	Yes
Landing Lights Wetland	Locally	Yes
Spring Street Wetland	Locally	Yes
Rockdale Bicentennial Park	Locally	Yes, within construction zone
Scarborough Park North Wetland	Locally	Yes, within construction zone

My primary concerns for my wetlands are:-

- Loss of ALL endangered ecological communities within Bicentennial Park.
- Loss of 449 trees located in Bicentennial Park, Patmore Swamp and President Ave.
- We will live in a treeless construction zone for five years and then only look at saplings new trees when all the destruction is complete.
- I regard the loss of trees as permanent as I will not live long enough to see my wetlands with mature trees again.
- Loss of native wildlife biodiversity because of the removal of 449 trees and the decades it will take for the new trees to reach maturity.
- Mortality of native animals within the construction zone.
- The Groundwater levels will drop and thereby endanger all remaining vegetation within our wetlands corridor.
- Increase in the salinity levels of the soils which will greatly impact on the long-term health of the wetlands.

- Risk of contamination of our wetlands due to construction activities at Bicentennial Park.

Biodiversity Assessment Methodology concerns

Street Trees not sampled

Street trees were not sampled as separate vegetation type and have not been assessed by Biodiversity Assessment Method (BAM) (EIS Ref: Appendix H, Pages 4-3). There are many trees that line our streets within the Study Area. On reviewing the Arborist report in Appendix C2, there are over 10 trees which are considered high retention value. These trees should be part of the assessment as they provide shelter and foraging habitat for a wide group of fauna species.

I request that Street trees should be included in the Biodiversity Assessment Method

Kings Wetlands incorrectly classified as Weeds & Exotics and excluded from further assessment

The Kings Wetlands has been incorrectly classified in BAM as shown in is not Weeds and Exotics (EIS Ref: Appendix H, Figure 4-3 page 4-6). No PCT could be reliably assigned to "Weeds and exotics" and this vegetation was excluded from further assessment (EIS Ref: Appendix H, Figure 4-3 Page 4-14).

The Kings Wetland is listed on the Register as a significant item by the Department of Planning. In this register listing, the Kings Wetland is described as "historically significant for providing an example of the type of landscape which pre-dated 19th century settlement and has research potential for its scientific value".

I request that the Kings Wetland be reclassified and included in the Biodiversity Assessment Method as it a key environmental and historically significant component of the Rockdale Wetlands Corridor.

The permanent power supply connection and its construction was not completed as part of the Biodiversity Development Assessment Report.

What trees will be removed and native wildlife effected as a result of this construction phase?

Endangered Ecological communities- will be removed forever

*"Trees are a unique assets in our urban life. Living entities, trees are a significant and enduring element of the infrastructure of our cities, with the added benefit that **mature** canopy trees can aid in ameliorating many of the environment and social problems that are associated with increased sprawl"*
(Ref: Sarah Priestly from the Victoria Council of Arboriculture)

Trees are vital to our urban life because of their:-

- Aesthetic qualities
- Heritage values
- Ecosystem benefits
    - Stormwater management
    - Shade and heat reduction qualities
    - Wildlife habitat and biodiversity
    - Carbon dioxide absorption
    - Particulate pollution capture
    - Wind protection
    - Social and Psychological values

    (Ref: Australian Standard (AS4970) - Protection of trees on development sites

There are 3 plant communities within the construction zone and are listed as Endangered under the Biodiversity Conservation Act 2016. The vegetation Integrity of these 3 plant communities are considered to moderate to good. (EIS Ref: EIS Chapter 12, page 10).

Table 1: Summary of Endangered Ecological Communities within the Assessment Area.

Type	PCT	Biodiversity Conservation Act listing status	EPBC Act	Vegetation Integrity	Biodiversity credits	Development footprint	How much will be left?
Swamp Oak	1232	Endangered	nominated	Moderate to good	8	0.47	0
Swamp Mahogany	1795	Endangered	Not listed	Moderate to good	10	0.30	0
Common reed	1808	Endangered	nominated	Moderate to good	8	0.77	0
					26 (total)		

I have confirmed with the RMS staff that **ALL** ecological communities in Bicentennial Park will be removed and our community will gain 26 Biodiversity Credit points for this loss. It has been made clear to me via discussions with RMS staff that there is no guarantee these credit points will be used in our Local Government Area.

The Swamp Mahogany is a prolific winter flowering tree that provides a good supply of nectar at the time of year when there are few other such resources for many of the species that require this diet.(Ref: Community Environment Network (University of Newcastle) website). This tree species is highly interrelated with local threatened fauna including the Grey-headed Flying-Fox, Bent-Wing Bat,

and Southern Myotis for providing food and shelter. (Ref: Community Environment Network (University of Newcastle) website).

If the Swamp Mahogany Endangered Community were to be removed from Bicentennial Park, this would be a loss of 18% of the remaining Swamp Mahogany in NSW.

Where will the Threatened Fauna go for winter food?

What will the Threatened Fauna use for shelter if these trees are removed?

Arboreal species such as Southern Myotis Bats roost in the Swamp Oak. Southern Myotis Bats are known to be a species dependent on tree hollows. Eastern Long Necked Turtles are also likely to inhabit the ecological community because it is important in stabilising banks and islands where turtles lay their eggs. (Ref: Preliminary Draft Conservation Advice of Coastal Swamp Oak of NSW and South East Queensland Ecological Community, OEH).

I strongly object to the removal of these critical ecological communities in Bicentennial Park. It is not just the loss of these valuable ecological flora but also the fauna that is highly intertwined within the ecological communities. We lose the trees and the fauna goes as well!

I believe 26 biodiversity credit points do no compensate the community for this loss to the ecological diversity of our wetlands.

Kings Wetland to be used for C2 Construction Facility and Construction Road

I have already identified previously in this submission that the Kings Wetland has been misclassified as a Weeds & Exotics. I was very distressed when I viewed Figure 4-7 in Appendix H of the EIS to discover that the C2- Rockdale Construction Ancillary Facility incorporates the Kings Wetlands. Another section of the Kings Wetland will be used for a construction road.

This is clearly unacceptable as the Kings Wetland is a key environmental and historically significant component of the Rockdale Wetlands Corridor.

I object to the Kings Wetland being used for the C2 Construction Facility and a construction road.

Loss of 449 Trees in the Construction Zone

The EIS states that 237 natives would be removed, 41 of which have been identified as high retention value (EIS Ref: Chapter 12, Page 12-26). I emailed the F6 RMS Staff and queried the total number of trees to be removed as I was informed at a RMS consultation session, the number was over 400. An email from RMS confirmed the number of trees to be removed to be 449. I have not found this 449 reference anywhere in the EIS and this is a hugely misleading to the community who think they are losing only 237 trees. Tree removal from 237 to 449 is an increase of 90%.

Further confusion about tree retention can be found in Figure 7-4 (EIS Ref: Chapter 7, Page 7-8) where on the diagram has "Trees to be retained" which is in contrast to diagrams in the Arborist Report located in Appendix C2.

Clarification of the number of trees to be removed needs to be performed because the EIS is incorrect in identifying which trees are to be removed.

In the Arborist Report (EIS Ref: Appendix C2), 41 trees in the study area were classified as High Retention Value. According to the Australian Standard (AS4970) - Protection of trees on development sites, a high value "are considered important and should be retained and protected".

I have reviewed the high retention trees listed in Appendix A of the Arborist Report and it is clearly evident that these trees are at least over 12 metres high and in "Good" condition. These high value trees are visually prominent in the Bicentennial Parklands and President Ave. The primary purpose of the Australian Standard (AS4970) - Protection of trees on development sites is to recognise the importance trees play in our daily lives.

Mature trees provide more flowers, nectar, fruit and seeds than younger trees. These trees provide a positive amenity to our landscape and would be dearly missed by the community.

One non-native tree is highlighted in the as a Norfolk Pine that is 16 metres high and 8 metres wide. I was advised by an RMS officer at the consultation session, it is very likely that this tree be removed for a carpark. This is clearly not a good outcome for our environment or our community.

I request that the RMS specifically address the Norfolk Pine located at West Botany Road in the Arborist Report and justify why the tree must be removed for a car park

I request that the RMS specifically address each high value tree in the Arborist Report and justify why each tree must be removed.

A constant theme that appears on reading the EIS is that tree removal is temporary and that trees would be replaced. Many of the mature trees in Bicentennial Park have been growing for over 50 years to achieve heights of over 10-15 metres tall. For these trees to be restored back to the current state, my community will have to wait 55 years (5 years for construction & 50 years of growth). As a middle aged member of the community, I will never see this environment again.

I regard the loss of trees as permanent as I will not live long enough to see my wetlands with mature trees again.

President Ave will be treeless for five years and there will be a lag until these trees mature to provide shelter and foraging habitat again. This is a devastating loss of amenity for the community.

There is no compensation to the community for a treeless President Ave.

Ground Water Dependent Ecosystems

Groundwater is critical for all wetlands. I am gravely concerned that lowering the Ground Water levels will have a poor short and long term outcomes for the Rockdale Wetlands Corridor. After reading much of the EIS, I have concluded that the Ground Water issues discussed within various chapters are inconsistent, lacking detail and of limited value as site specific data are not available to establish the true impact of lowering the Ground Water.

Defining GDE in the study area

From reading the EIS, it is clear that there is a reliance on tools such as GDE BoM Atlas to define GDE's.

Throughout the EIS, the BoM Atlas has been used to assess if the Bicentennial Park and surrounding wetlands are a GDE. The BoM Atlas explains that it should not be used this way. Please see below an extract from the BoM GDE Atlas:-

> *"The GDE Atlas shows general areas where groundwater interaction may occur. It does not imply that an entire mapped ecosystem is using groundwater, but rather groundwater interaction may be occurring somewhere within the mapped ecosystem. It is recommended that the GDE Atlas be used to flag the location and characteristics of potential GDEs."*
>
> *"The GDE Atlas makes no assessment of ecosystem value, condition, sensitivity, threat or risk. There are many external factors that need to be considered in these assessments in more detail. In high risk locations, it is recommended that more detailed work is undertaken to assess GDE water requirements."*

According to the BoM atlas there are 32 potential GDEs within the study area. The wetlands located in the coastal flats of the Botany Bay sands are also considered GDEs, with the closet being Bicentennial Park Wetlands, located directly over the President Ave Ramps. Please refer to a copy of Table 6 "Potential GDE's listed in BoM Atlas" from the Groundwater Modelling Report Appendix K (Page 19 & 20). This table shows Bicentennial Park and Scarborough Park as having a high GW Interaction.

Table 6 Potential GDEs Listed in BoM GDE Atlas

BoM Identifier	Easting	Northing	Potential for GW Interaction	Location
1974035	328775	6244399	Moderate	Wolli Creek Turrella
1974071	328750	6244408	Moderate	Wolli Creek Turrella
1974062	328733	6244428	Low	Wolli Creek Turrella
1974150	328408	6244329	High	Wolli Creek Turrella
1974138	328161	6244308	Low	Wolli Creek Turrella
1974223	328060	6244267	High	Wolli Creek Turrella
1974416	327802	6243997	High	Wolli Creek Turrella

[2] http://www.bom.gov.au/water/gr

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BoM Identifier	Easting	Northing	Potential for GW Interaction	Location
1974540	327676	6243933	High	Wolli Creek Turrella
1974116	328030	6244369	Low	Wolli Creek Turrella
1974462	327575	6244046	Low	Wolli Creek Turrella
1974496	327536	6244028	Low	Wolli Creek Turrella
1975211	327216	6243370	Moderate	Bardwell Valley Golf Club
1975149	327071	6243393	Low	Bardwell Valley Golf Club
1975262	326892	6243328	Moderate	Bardwell Valley Golf Club
1975237	326680	6243362	Moderate	Bardwell Valley Golf Club
1975206	326646	6243374	Low	Bardwell Valley Golf Club
1975273	326612	6243342	Low	Bardwell Valley Golf Club
1975433	326286	6243194	Moderate	Bardwell Valley Stotts Reserve
1975481	326111	6243151	Moderate	Bardwell Valley Stotts Reserve
1976236	326445	6242376	High	Bardwell Valley Parklands
1976242	326078	6242314	Moderate	Bardwell Valley Parklands
1978363	328750	6240374	High	Rockdale Bicentennial Park
1978514	328657	6240246	High	Rockdale Bicentennial Park
1978549	328626	6240218	High	Rockdale Bicentennial Park
1978643	328738	6240147	Low	Rockdale Bicentennial Park
1979115	3284017	6239754	Moderate	Scarborough Park
1979157	328662	6239719	Moderate	Scarborough Park
1979308	328459	6239553	Low	Scarborough Park
1979335	328500	6239532	Low	Scarborough Park
1980128	327432	6238920	High	Beverly Park Golf Club
1981054	327410	6238895	High	Beverly Park Golf Club

The assessment given in Appendix H differs from Groundwater Modelling Report in Appendix K. The assessment in appendix H on Page 4-23 states “there are some areas within the study area that have a moderate potential to be dependent on groundwater “compared to 32 in the Groundwater Modelling Report (Appendix K) shown above.

This assessment seems to differ from Figure 12-6 in the Biodiversity chapter. This diagram gives the impression there are few GDE in the area.

Such conflicts of information has left me the reader very confused and unable to assess the true impact on my wetlands.

I am further concerned with the limited data has been used to assess the water fluctuation levels within Rockdale Bicentennial Park. It is estimated that the long term surface water drawdown in the Rockdale Wetlands will be in excess of 0.05 meters. The range of this drawdown was as high as 0.19 metres (four times higher) which confirms that very little data was used to model the water levels. It is critical that appropriate data be available to make these assessments. (EIS Ref: Chapter 17, 17-30)

BoM Identifier	Potential for GW Interaction	Location	Project Drawdown		Cumulative Drawdown	
			Opening	2100	Opening	2100
1978363	High	Rockdale Bicentennial Park	0.19	0.32	0.19	0.32
1978514	High	Rockdale Bicentennial Park	0.02	0.28	0.02	0.28
1978549	High	Rockdale Bicentennial Park	0.02	0.27	0.02	0.27
1978643	Low	Rockdale Bicentennial Park	0.10	0.23	0.10	0.23
1979115	Moderate	Scarborough Park	0.01	0.11	0.01	0.11
1979157	Moderate	Scarborough Park	0.02	0.12	0.02	0.12

I was further alarmed when I viewed the following table showing the drawdown for the surrounding wetlands. All wetlands rely on Ground Water and I am very concerned that the F6 project will be detrimental to the short and long term health of our wetlands.

Table 40 Drawdown at Wetlands

Wetland	Project Drawdown		Cumulative Drawdown	
	Opening	2100	Opening	2100
Marsh St	0.33	0.47	0.83	1.03
Eve St	0.28	0.42	0.69	0.89
Spring Street	0.15	0.33	0.36	0.56
Landing Lights	0.11	0.28	0.24	0.43
King Street	0.23	0.36	0.23	0.36

The BoM GDE Atlas is a tool intended to flag the location and characteristics of potential GDEs. It is evident that extensive research should be undertaken to determine where GDEs exist within the study area. I consider the short and long term health of the Rockdale Wetlands Corridor Wetlands high risk and request detailed site specific assessments are made for the local "potential" GDEs impacted by the F6 Project.

Botany Wetlands are not 8km away from assessment zone and may be affected

The EIS states that the Water Sharing Plan did not identify any GDEs occurring within the study area (Chapter 12, Page 12-24). It did identify the Botany Wetlands as high priority GDE but has underestimated the distance from the project boundary (EIS Ref: Chapter 17, page 17-30).

From the southernmost point of the construction boundary to Mill Pond (part of the Botany Wetlands) is less than 7km distance. If the construction boundary is over 4km long, the Botany Wetlands are much closer to the northern section of the construction zone. I estimate less than 3 km.

I disagree that the Botany Wetlands are 8km from the project construction. The close proximity to the Botany Wetlands must be re-evaluated as a high risk and priority area.

Biodiversity Effects on GDE area

In my reading of the Ground Water Dependent Ecosystems, I was alarmed to read the following statements:-

- "It becomes clearly apparent when either the supply of ground water or it quality (or both) is clearly altered for a sufficient length of time to cause changes in plant function." (EIS Ref: Appendix H page 4-21)
- "In Australia, many ecosystems have a dependence on groundwater, although the full understanding of the role of groundwater in maintaining ecosystems is generally poor." (EIS Ref Appendix H page 4-23)

A performance outcome 9.3 a) of the Secretary Environmental Assessment Requirements (SEARS) states that the proponent must assess" Natural process within rivers, wetlands, estuaries and floodplains that affect the health of the fluvial, riparian and estuarine systems and landscape health (such as modified discharge volumes, durations and velocities), aquatic connectivity, water-dependent fauna and flora and access to habitat for spawning and refuge".

I was surprised to read the Biodiversity Assessment Methodology did not cover GDE. There are two brief sections 12.3 and Section 12.4 (EIS Ref: Appendix A, page 1-14) which do not provide enough information about the true impact on vegetation due to the long term impacts on surface water and groundwater hydrology.

Aquatic Threatened Ecological Community

Several saltmarsh species which are threatened aquatic ecological community was identified at Muddy Creek.

The BAM has not sufficiently assessed if this Ground Water Dependent Communities will be effected by the lowering of the Ground Water.

Threatened Ecological Species in Scarborough Ponds and Kings Wetlands

According to a report titled "Identification of high probability groundwater dependent ecosystems on the Coastal plains of NSW and their ecological value" by the NSW Office of Water (June 2012), the ecological communities listed below have a high probability of being Ground Water Dependent.

- PCT 1232- Swamp Oak Floodplain Swamp Forest is also present as treeless vegetation type along the edges of the drainage line south of President Ave (EIS Ref Chapter 12, page 12-11).
- PCT 1808 Estuarine Reedland

The composition of Swamp Oak Floodplain is primarily determined by the frequency and duration of waterlogging and the level of salinity in the groundwater. (Ref: Preliminary Draft Conservation Advice of Coastal Swamp Oak of NSW and South East Queensland Ecological Community, OEH).

The EIS has not performed specific site assessments of how the Endangered Ecological Communities (which are GDEs) in Patmore Swamp and Kings Wetland will be effected by the lowering of the Ground Water.

I request more information on the impact of GDE and the effect on the Wetlands fauna and flora before a decision is made to proceed with the project.

To lose 449 trees in Bicentennial Park and surrounding areas is tragic, but to endanger the remaining wetlands long-term health would be total neglect.

Diversion of waterway

Severing the ponds so that cut and cover tunnel is of great concern. This part of the project would result in:-

- Direct loss of 0.2 hectares of aquatic and riparian habitat.
- Obstruct fish passage longitudinally
- The size of the pools may not be large enough may not be large enough to sustain all populations, increasing the risk of mortality of those species present.
- Impacts of noise from construction may have an impact on fish especially those with swim bladders closer to the ear

The timing of the diversion of the waterway is critical to reduce the impact on the wildlife. Reptiles hibernate during the cooler months and are unable to move away from danger like construction vehicles and machinery. There are turtle, lizard, frog and snake populations who would perish if diversion of the waterway occurred during April to October.



Figure above: Eastern long necked turtle who has been released after 12 months rehabilitation for shell damage into the Bicentennial Park Wetlands (November 2018)

As a wildlife carer who has placed turtles in this waterway, I object to this waterway being diverted and oppose the carnage it will cause.

The EIS has not addressed the concern of the timing of the Waterway Diversion to minimise the impact on wildlife.

Protection of Threatened Animals

The EIS highlighted three threatened animals that are within the study area and will be affected by the F6 Project. There is a constant theme in the EIS that this project will not impact on these species as the project is primarily in a tunnel. The authors continually neglect to mention that the tunnel opens out into a wetlands that are a vital to sustain the local wildlife and retain biodiversity in the Rockdale local area.

Grey-headed Flying-fox

The EIS details the detrimental effects to the Grey Head Flying-Fox due to the F6 Proposal:-

- Reduced forging habitat with tree removal. A direct loss 4.45 hectares
- Removal of trees for cut and cover – lag time before vegetation reaches maturity
- During construction, there is a possibility Grey-headed Flying-fox may be injured or stressed due to disturbances like noise, dust or light (Night works!).
- The proposed action would adversely affect habitat critical to the survival of the population. Habitat critical to the survival of this species includes foraging habitat within 50km of a camp which supports more than 30,000 individuals. The area subject to the proposed action is about 10km south-west of a long term camp at Centennial Park. This camp has supported between 16,000 and 43,000 individuals since November 2016. Therefore, foraging habitat within 50kms must be considered as critical to the survival of the population." (Appendix H, Annexure D, Page D).
- Bicentennial Park is also foraging habitat for the Turrella Camp and will have an adverse effect this population as well.

The EIS does not detail the following:-

- The Swamp Mahogany is a prolific winter flowering tree that provides a good supply of nectar at the time of year when there are few other such resources for many of the species that require this diet.(Ref: Community Environment Network (University of Newcastle) website).
- Species flock to these forests to feed. This has been confirmed during many winter periods (Ref: Community Environment Network (University of Newcastle) website).

The F6 is removing 18% of the Swamp Mahogany in the state of NSW.

What food source will be available during the winter months for the Grey-headed Flying Fox?

Will removing one-fifth of Swamp Mahogany in the state of NSW decrease the Grey-headed Flying Fox population numbers over the winter period due to lack of food?

I disagree that the impacts on this population are temporary. After the vegetation is removed, it will take over 20-50 years for the trees to be mature enough to act as foraging habituate. The F6 will directly affect the Grey-headed Flying Fox populations at Centennial Park and Turrella.

The F6 project will be responsible for removing this species from our Rockdale LGA.

I think this is unacceptable.

Southern Myotis (Fishing bat)

The EIS details the information to the Southern Myotis habitat but this data seems incomplete:-

- In Appendix C on page 87, the EIS states that Southern Myotis has been sighted at Patmore Swamp.
- The Southern Myotis is known to live in culvert and pipe under President Ave. This culvert will be destroyed and no longer be available as habitat.

The EIS does not detail the following:-

- The Swamp Mahogany is a prolific Winter flowering tree that provides a good supply of nectar at the time of year when there are few other such resources for many of the species that require this diet.(Ref: Community Environment Network (University of Newcastle) website).
- The Fishing Bat flock to these forests to feed and shelter. This has been confirmed during many winter periods (Ref: Community Environment Network (University of Newcastle) website).
- Arboreal species such as Southern Myotis Bats roost in the Swamp Oak. Southern Myotis Bats are known to be a species dependent on tree hollows. (Ref: Preliminary Draft Conservation Advice of Coastal Swamp Oak of NSW and South East Queensland Ecological Community, OEH).

Southern Myotis have been sighted in Patmore Swamp and have forging and rostering in the Endangered Ecological Communities. If the Endangered Ecological Communities are removed, the Southern Myotis will also not return to our parklands.

There was incomplete data in Appendix H, Annexure A – Habitat Assessment Table was available for the Southern Myotis. The likelihood of occurrence for this species was “TBC”.

What are the outcome of this study and when will it be made available to the community post-EIS.

It is clear to me from my literature search that there has been no research performed to assess the Southern Myotis here in the Rockdale Wetlands.

I object any decision being made above tree removal until further research about the Southern Myotis has been completed.

Eastern Bent-wing Bat

The Kings Road wetland is the habitat for the Eastern Bent-wing Bat, which is listed as a vulnerable species. The Kings Wetlands has Swamp Mahogany species, but has not been evaluated because it was classified as a "Weed & Exotic". As a result, I do not think the evaluation for the Bent-wing Bat can be complete.

The EIS does not detail the following:-

- The Swamp Mahogany is a prolific Winter flowering tree that provides a good supply of nectar at the time of year when there are few other such resources for many of the species that require this diet.(Ref: Community Environment Network (University of Newcastle) website).
- Common Bent-wing Bats flock to these forests to feed. This has been confirmed during many winter periods (Ref: Community Environment Network (University of Newcastle) website).

There was incomplete data in Appendix H, Annexure A – Habitat Assessment Table was available for the Eastern Bentwing Bat. The likelihood of occurrence for this species was "TBC".

What is the outcome of this study and when will it be made available to the community post-EIS.

Green and Gold Bell Frog

The Green and Gold Bell Frog population have been in decline since 2016. It is impossible for me to accept that this F6 Project will not have any detrimental effects on this population.

This project uses same facility as the M5 project so states that the impact on the frogs is minimal. However if this project proceeds the habitat reinstatement will be delayed for another five years.

The Reinstatement of the Green and Gold Bell Frog habitat should not be delayed for another 5 years

There is a potential risk to infect green and golden Bell frogs by Chytrid fungas. It is possible that the Chytrid fungus could be present at the Arncliffe Tunnel site where the frog habitat occurs adjacent to the site.

I think this is an unacceptable to risk the Green and Bell Frog population infection by Chytrid Funags for a further five years.

I object to prolonging the effects of more construction (noise, dust and vibration) on the Green and Bell Frog population for a further five years.

Protection of all other native animals

EIS addresses threatened and endangered animals but does not adequately address community concerns for all native animals protected under NSW legislation.

A continual theme of the EIS through many chapters states that the effect on fauna is minimised because the project is primarily in a tunnel. The authors neglect one important point is that the tunnel opens up into a wetlands and directly impacts on the wetlands and its inhabitants.

The EIS acknowledges Fauna injury can result as a direct result of collision with vehicles and equipment within the project footprint". (EIS Ref Chapter 23, page 10)

"Mobile species (such as birds) may be able to move away quickly and easily, but less mobile species …. may be slower to move away or may not relocate at all, potentially resulting in injury or mortality of the individual" (EIS Ref Chapter 23, page 10)

Figure Below: A crushed Blue Tongue Lizard as a "direct result of collision with a vehicle". If construction begins in the cooler months, reptiles will be unable to move regardless if a vehicle comes near them.



Some animals cannot fly away:-

Picture below: Baby Figbird rescued from local Rockdale wetlands, February 2018



Picture below: Baby Lorikeets rescued from local Rockdale wetlands, October 2018



As a wildlife rescuer and carer I find the paragraph quoted above to be simplistic and ill-informed. There are very few places in our local area where these animals can go due to constant loss of habitat and overdevelopment. Bayside Council has the dubious distinction of having the lowest tree canopy cover in Greater Sydney Region at 13.7%, so the birds can fly away but to where???????

Some baby animals will not be able to move away easily and some animals move too slowly to get away from the construction machinery. The impact on the native wildlife in Bicentennial Park is massive and the EIS has not addressed this highly significant community concern.

Here are specific questions that remain unaddressed by the EIS:-

1. Has the RMS assessed the impact on native birdlife, marine animals and reptiles?
2. What baseline site specific data will be used to assess that the local wildlife who live in Bicentennial Park and the Kings Wetlands have not been adversely effected by the construction of the new motorway?
3. How will the RMS assess that during the construction phase and after construction that the native wildlife of the Kings Wetlands and Bicentennial Park have not been effected?
4. Will the site specific assessments be made by an independent assessor or staff paid by the RMS?
5. What are the performance measures which will be used to assess the impact of the construction on all the native wildlife?
6. Can all assessments be made available to the public for review and comment?
7. Where do you plan to relocate the Eastern Long Necked Turtles when the only habitat is Bicentennial Park!!!!

   Our community is entitled to have native turtle population in our area. The division of the ponds would impact on this population and may destroy it from Bicentennial Park. This would be a permanent loss to our community. What safeguards will be put in place to protect our native turtle populations in Bicentennial Park?

Effect of Contamination on the Wetlands

I know that contamination of the Rockdale Wetlands is a high risk for the F6 project.

I would like to comment further on the Contamination issues but have not been given adequate time to comment. 35 days is not enough time to review such a complicated report.

I object to the contamination of the Rockdale Wetlands

I object to not being given enough time to truly evaluate the effect of contamination on the Rockdale Wetlands and seek an extension to append to this submission.

Effect of Salinity on the Wetlands

I know that the F6 project will result in increased salinity of the soils and will have a poor outcome on the long-term health of our Wetlands.

I would like to comment further on the Salinity issues but have not been given adequate time to comment. 35 days is not enough time to review such a complicated report.

I object to increase in salinity of the soils and the adverse effect it will have on the long term health of the Rockdale Wetlands

I object to not being given enough time to truly evaluate the effect of salinity on the Rockdale Wetlands and seek an extension to append to this submission.

Bicycle Track through Patmore Swamp is a Threat to our Heritage and our Environment

I strongly object to a bicycle path being built through heritage listed Patmore Swamp.

Patmore swamp is a locally listed heritage landscape in the northern part of Scarborough Park. The EIS has totally underestimated the heritage and environmental significance of this area.

It is important to understand that Patmore swamp originally extended north as far as Bay Street until reclaimed for Bicentennial Park in 1988. The important Kings Wetland is a remnant of the original northern section of Patmore Swamp. It is critical to understand that much of the original ground level of Patmore Swamp has never been disturbed or reclaimed whereas Scarborough Park and Bicentennial Park have had the landscape altered through reclamation.

Patmore Swamp has managed to stay relatively intact since the arrival of the First Fleet. Patmore Swamp is a good example of what the landscape looked when the First Fleet arrived over 200 years ago.

The history of the Patmore Swamp is also understated in the EIS. There is no mention of the how the swamp lands were called "Green Meadows" by Captain Cook in 1770 and there is no mention of the Moorefield Racecourse.

Patmore Swamp is acknowledged by the Department of Environment and Heritage as "Aesthetically significant as a landscape of high visual amenity contrasting with surrounding suburbs" (NSW OEH 2010) (EIS Ref: Appendix C2, page 5-3). Rockdale council considered the wetlands to be of "high visual quality" particularly appreciated when "travelling along President Ave". (EIS Ref: Appendix C2, page 6-10)

The EIS details two Endangered Ecological Communities in the Patmore Swamp.

Type	PCT	Biodiversity Conservation Act listing status	Vegetation Integrity
Swamp Oak Floodplain	1232	Endangered	Moderate to good
Common reed	1808	Endangered	Moderate to good

The Bicycle path and the associated construction will destroy these endangered ecological communities.

The EIS provides details of the construction road that will be required so that the pedestrian bridge and cycle path can be built in the Patmore Swamp.

"In order to construct the bridge it would be necessary to provide a temporary access road as well as a series of working pads within Scarborough Park North in an area that is inundated by floodwater that surcharges to Scarborough Ponds during storms. The inundation of the access road and working pads by floodwater has the potential to cause the transport of sediment and construction material into the receiving waterways…" (EIS Ref: Chapter 18, page 18-24)

North Scarborough Ponds are Fish Protected Areas and should not be put at risk with pollution for a bicycle path that goes nowhere!

There were four options considered by the EIS for the eastern side which were I believe were more sensible. The following options were not considered:-

1. Placing a pedestrian bridge only over President Ave was not considered
2. Joining the bicycle path to other cycle ways within the Rockdale to increase connectivity with Kogarah Town or Brighton-Le-Sands.

The EIS did not address the loss of heritage in assessing the socio-economic consequences of the new bicycle path (EIS Ref: Chapter 15, Page15-81)

The pedestrian bridge will be 150 metres long and 6 metres wide. It is a massive structure that will detract from the peaceful setting of the swamp lands. Thirty metres of the Patmore swamp is already being taken for the widening of President Ave and this Bicycle Pathway will result in the loss of more open green space.

The EIS in viewpoint 10 did not address the true visual impact of the Bicycle Pathway. Viewpoint 10 does not reflect the side elevation of the pathway which will have a significant effect on the viewpoint sensitivity and magnitude of change. This viewpoint documented in the EIS would show the bicycle path in a favourable light and I do not agree with this assessment.

I suggest that the viewpoint 10 be change to "View East from Civic Ave at Annette Ave and an additional viewpoint be added – "View west from pathway adjacent to drainage channel within Patmore Swamp". This will show the bicycle path in a more realistic light.

If this pedestrian bridge and bicycle pathway were to be built through Patmore Swamp, it will no longer be the "Green Meadows" that Captain Cook described in 1770 but a huge bridge and pathway that goes to nowhere.

The Bicycle Path through Patmore Swamp simply makes no sense and the case to build it is very weak because:-

- It is a destination to nowhere. Who wants to go to Civic Ave? What data did you use to validate this destination was sensible. It would be better to link the cycleway to existing pathway already in the area.
- The community is already losing 30 metres of Patmore Swamp and do not want to lose any more for a path to nowhere!
- Patmore Swamp is Heritage Listed. Do not deny our community our heritage.
- There Endangered Ecological Communities that would be damaged or removed for a path we do not want.
- The bridge is a massive structure and will be an eyesore on the landscape.
- Construction noise and disruption would be avoided if the path is not built. Doesn't the F6 project damage the Moorefield Estate residents enough without added construction noise across the road in Civic Ave?

There is NO demand for bicycle path to Civic Ave.

The EIS does not give any justification for the choice of this destination and the case for constructing it is very weak. The EIS has not adequately evaluated the damage to the Environment and Social consequences of building such a structure through our Swamp. The visual impact needs to be re-evaluated for viewpoint 10.

Rockdale Bicentennial Parklands

My family and I are regular users of Bicentennial Park and Pat Moore's Swamp. It is a peaceful place to use to get together with friends and my community. During school holidays and weekends the parklands are full of children enjoying the open spaces, playground and skate park. Local residents have so few green spaces to retreat from our urban existence.

I have actively participated along with many in my community to plant vegetation in our wetlands corridor via local council activities. Bush care groups and our council have worked over many years to preserve our wetlands corridor – now this wonderful asset is threatened by a Motorway.

I object to losing Bicentennial Park for five years for a Motorway I do not want.

I object to the proposed solution outlined in "Preserving Community Space", November 2018 for the following reasons:-

- Ador Park is too far away. It is not walking distance from my home in the Moorefield Estate
- A "like for like" replacement has not been provided. The proposal states New Skate Park or swing set. Why not both???
- Emphasis of the proposal is for organised sporting facilities. Facilities that we have at Bicentennial Park like walking trails, cycling paths and picnic facilities are not provided.

Reinstatement of Bicentennial Park – it will be too noisy to use

In Chapter 15 Social-Economic Impacts of the EIS, it was very disturbing to read that an operational effect of the motorway is that it will make Bicentennial Park and Patmore Swamp too noisy to use. Please see reference below:-

*"Open space areas are also particularly sensitive to changes in noise levels. Increased noise levels in proximity to Rockdale Bicentennial Park and Scarborough Park North may affect a person's desire to use these parks(including the reinstated Rockdale Bicentennial Park) in the future given elevated noise levels in the surrounding area"(*EIS Ref: Chapter 15, page 15-79)

I have reflected on what I have read in the EIS and now have the following image of Bicentennial Parklands for the future:-

- There will be no mature trees, the landscape will be barren.
- There will be fewer wildlife species because there are fewer mature trees.
- Bicentennial Park will be too noisy to visit.
- Bicentennial Park will be more difficult to access via car from the Moorefield Estate.
- The walk to and from Bicentennial Park will be much nosier and polluted due to higher levels of traffic predicted.
- My view towards West Botany Road will be a huge ventilation stack, an eyesore on the landscape.
- At night time, the F6 tunnel entrance/exit will be brightly lit, a stark change from the current calm dark setting of the parklands

I believe the EIS totally underestimates the value of Bicentennial Park to the community.

I object to the ventilation stack which is a polluting eyesore on our landscape. Its placement next to a community parkland is negligent.

The green space is our only respite from our urban life and is appreciated by all in the community. Please do not sentence our community to endless noise and pollution without any chance of escape.

Considering our community is suffering for 5 years for a road we do not want, **I request that the wetlands be restored to a highest international standard not just "reinstated".**

Loss of streetscape

The EIS acknowledges Visual amenity is an important part of an areas identify and offers a wide variety of benefits to the community in terms of quality of life, and wellbeing. For some individuals the change in visual amenity can increase levels of stress and anxiety (EIS Ref: EIS Chapter 10, Page 32).

Visual amenity during the construction of the projects include:-

- Removal of vegetation across a huge area.
- Installation of construction hoarding and sites
- Alteration of view corridors to heritage (such as the Patmore Swamp)
- Removal of Open Space
- Alteration of Water bodies

When I walk down President Ave towards the Moorefield Estate, in the horizon I see the pine trees from Brighton-Le-Sands and have an immediate connection with Botany Bay. For a major road, President Ave does not obstruct the streetscape of the wetlands or the distant view to the Bay.

When I pass by the proposed site of the F6 intersection, I have a view of both the north and south wetlands. From the north side of President Ave, I can see the "Bullrushes" (the symbol and meaning of Kogarah) from Patmore Swamp. President Avenue constructed circa 1887 blends in so well with the landscape that it almost disappears from view unlike the current proposal to raise it on a 3 metre high embankment.

Picture below: View of President Avenue taken from Bicentennial Park. Bullrushes from Patmore Swamp can be easily seen.



I know the 3 metre height of the new roadway which will obstruct our views to the East and also our views across the wetlands from the North to South.

The EIS has address multiple viewpoints but has not adequately address my viewpoint from north to south overlooking Patmore swamp

Viewpoint 5 in chapter 13 does not does not look anything like my picture above. Viewpoint 5 was taken too far away from the road so the true impact of the viewpoint loss is not illustrated. The EIS has not addressed my concerns of the loss of streetscape to view Patmore swamp that I raised in my previous submission dated on 21 Dec 2017.

I request that this viewpoint 5 be corrected to reflect what our community will see and how this change will be horrific for our streetscape.

Social impacts on community and the division of our community

If the F6 project was to be approved, the social impacts on my community would be severely detrimental and Irreversible!

A large motorway like the proposed F6 can hinder social contact within the community. "The presence of busy roads inhibits residents from socialising and children from playing or accessing recreational areas" (EIS Ref: EIS Appendix F, page 10-6)

Social connectedness and relationships are important aspects to feeling safe and secure. Stress with heavy traffic have been associated with fewer social support networks and has been linked to adverse health outcomes.

The EIS outline detrimental effects on our community and I read this chapter with great sadness.

I say NO to the F6 Motorway because of the detrimental social impacts on the local community.

Health Impacts on Community

The EIS must meet the statuary requirements set out in Appendix A of the EIS. In section 3, Health and safety, the proponent must describe how the design proposal minimises adverse health impacts and maximises health benefits. This issue is addressed in Section 3.3 of Appendix F.

This EIS does not address project maximise health benefits to the community?

I think this motorway would make my community unwell not maximise health outcomes**.**

Public Transport is critical for our community members who cannot or are unable to drive. "Lack of good access to public transport for these Individuals can result in increased feelings of isolation, helplessness and dependence. The EIS acknowledges during four year construction period, bus stops along president Ave will be disrupted and that resident may have to walk further to a bus stop (EIS appendix F, page 10-2)

Many resident on the Moorefield Estate are elderly and rely on the bus stops. How will this be managed?

Research suggests that the majority of children and adolescents in NSW are not meeting the recommended level of physical activity. As a result one out of every five NSW children are overweight or obese. Our local South Eastern Local Health District report" Our community, Our services"- NSW Health 2012 reveals there is an increasing rates of obesity in our community which is a prime driver for the escalating rate of hospitalisations. Regular exercise and accessible green spaces are one strategy to reduce this growing trend. If you remove our local green spaces, this will make exercising so much more difficult and will affect the health of many here in my community. I cannot understand why the State government is giving me a $100 rebate to encourage my child to play sport and at the same time proposing to take our only green spaces away!

The health impact of losing green space as a result of the project will reduce opportunities for physical activity and exercise, social interactions and increase stress levels for the community. A reduction in green spaces with trees and shrubs may also reduce the protection offered by these green spaces

from air pollution, noise and extreme temperatures due to the cooling off effect of vegetation (EIS appendix F, page 10-4)

Where will my community go to get away from the construction and operational effects of the motorway?

It is clear from my reading of the health impacts chapter, that because health outcomes are so multi-dimensional, that it is very difficult to determine poor health outcomes as a result of a specific project. The data available to assess health outcomes on our community is not current and not specific enough to assess the health effects of the F6 proposal.

Many road projects have now been undertaken in Sydney with no detailed data available to assess the health impact due to these projects. The M5 East project has been running for over 10 years and provides an excellent opportunity to assess health outcomes on local residents who live near the motorway.

More research is required to evaluate the true health impacts of building motorways and the effects on the community.

Noise

I am acutely aware with the construction and operation of the F6, my community will be pay a heavy price.

The EIS does acknowledge that some residents who live near President Ave Intersection "would be susceptible to increased noise and interference with household activities such as eating outdoors". This is simply unacceptable that some our community cannot enjoy sitting in their backyards!

I would like to comment further on the Noise issues but have not been given adequate time to comment. 35 days is not enough time to review such a complicated report.

I object to the increased noise in my community

I object to not being given enough time to truly evaluate the effect of noise on my community and seek an extension to append to this submission.

Road and Pedestrian safety risks

Increased number of heavy vehicles during the four year construction period has the potential to impact on walking and cycling amenity and safety. I am very concerned with increased traffic will mean more accidents and be increased danger as a pedestrian. Data available to EIS acknowledges there will be increased volume of traffic in the President Ave corridor. "Increased traffic can contribute to increased levels of stress and fatigue, more aggressive behaviour and accidental risks on residential and local drivers try to avoid congested arears" (EIS appendix F, page 10)

As I walk along President Ave taking my son to school, I witness aggressive drivers disobeying road rules on a daily basis. When construction begins I am concerned that this situation will worsen.

I object to the F6 motorway because it will make my local streets more unsafe.

In Appendix G, section 6.1.9 (Page 6-14) a Parallel Route Assessment revealed that there will be an increased in noise levels as a result of non-local trips primarily by heavy vehicles. Noise mitigation are critical so that resident in Civic Ave do not have excessive noise if the F6 begins operation.

If the F6 project begins operation, I request that heavy vehicles are excluded from using Civic Ave.

My experience of RMS projects here in Kogarah has been poor. The last road works left our pedestrian pathways at Corner of President Ave and Princes Highway a horrible narrow cement walkway.



How will the pathways be constructed along President Ave? Will there be safety fences to protect pedestrians?

Entrapment of Moorefield Estate Residents

I have reviewed the EIS and attended a community session with the RMS to evaluate the Traffic arrangement for Moorefield Estate Residents.

When I consider my main driving trips, it seems obvious to me that driving around for residents of the Moorefield Estate will become more difficult, time consuming and will increase the risk of having a car collision when entering into our local streets. Please find below some typical scenarios to be considered.

a. Daily journey of leaving the Moorefield Estate to drive to West Botany Street

In order to currently access West Botany Street from Civic Ave, it is very difficult to safely cross two lanes to get into the right turning lane at the intersection of West Botany and President Ave. This traffic manoeuvre will become more difficult and dangerous with the F6 proposal.

Picture Below: View from Civic Ave towards President Ave at 4pm Monday 9th July 2018. Note the number of cars in the right turning lane for West Botany Road



The current EIS proposal is unacceptable. Traffic lights at Civic Ave are the only option

b. <u>School Drop Off</u>: Driving from St Patricks School Kogarah to the Moorefield Estate during morning peak hour

When I drive my son to the local primary school located in Short Street Kogarah, my return journey back home to the Moorefield Estate is time consuming and difficult now. My journey involves turning left into Gray Street, then continuing over the highway and turning left onto Rocky Point Road. I am then confronted with signs stating No Right turn into Tomevara Street during 6am to 10am. My only option is to proceed to President Ave where I have to turn right into Traynor Ave. I am also concerned that the right turn into Traynor Ave which is already difficult may become impossible and highly dangerous.

I am worried about turning right into Traynor Ave with the current traffic flow. It will be impossible to access my home if the F6 proposal is constructed

c. Entering the new F6 Motorway from the Moorefield Estate

One of the major selling points of the new roadway is to improve our commute through to other parts of Sydney. A right turn from Lachal Ave is impossible now. It is very hard to work out how residents of the Moorefield Estate will enter into the new F6 northbound.

It is dangerous doing a right turn into President Ave for Moorefield Estate enter the new motorway and take advantage of the new improved commuting time heading north?

d. Accessing the Grand Parade from Moorefield Estate during peak hour

I received advice from the RMS Project team that I would still have to use the Grand Parade if I wished to drive to the city. I normally turn right at Civic Ave onto President Ave and then proceed to the Grand Parade

A right turn at Civic Ave under the current EIS will be impossible and dangerous

The state government has made no effort to investigate public transport as a viable alternate to this horrible motorway. I would welcome a public transport proposal instead of a poorly thought out plan for yet another motorway in Sydney.

All this destruction for a travel time saving of 8 minutes from Kogarah to the city at cost $4.56 one – way. It simply doesn't make any sense.

I say NO to any Motorway.

I vote and I care about my local community!!!!

Yours sincerely

Stefanie Dietsch

24 Traynor Ave

Kogarah

Email: Stefanie_dietsch@bigpond.com

[redacted]

Name: Bruce Nottage
Email: [redacted]

Address:
[redacted]

ROCKDALE DC, NSW
2216

Content:
I am concerned about the impact of traffic on West Botany St caused by the addition of playing fields and the proposed car park.
Particularly weekends the traffic banks back on West Botany Street between Bestic and Bay streets making the ingress and egress from private properties difficult. Additional facilities and car park will add to the problem. The traffic will not be reduced by the F6 as it is local and sporting associated.
A solution may be to make this part of West Botany St a 24/7 clearway but this creates it own disadvantages and problems for residents.

[redacted]

[redacted]

Name: Jeff Powys
Organisation: Kogarah Bay Progress Association INC (Secretary)
Govt. Agency: No
Email: [redacted]

Address:
[redacted]

Carss park, NSW
2221

Content:
Please see attached letter dated 9 Decemebr

[redacted]

KOGARAH BAY PROGRESS ASSOCIATION

9 December 2018

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

RE: F6 Extension Stage 1 – Application No SSI 8931

We object to the F6 Extension.

We represent the interests of the residents of the Kogarah Bay Ward (in the Georges River Local Government Area). Princes Hwy and Rocky Point Road are the 2 main corridors that run through our area. While the F6 Extension Motorway claims to remove more than 2,000 trucks a day from surface roads, our concern is where are these 2,000 trucks going to go once they are out of the tunnel and back on surface? Clearly they will be funneled out directly onto Princes Hwy and Rocky Point Road and continue right through the centre of our communities.

We object to the implementation of any 24 hour clearways on Rocky Point Road, as proposed as part of the implementation of the F6 Extension. Rocky Point Road is the heart of our local community. It's where we go to do our shopping, from local small business owners such are hairdressers, beauticians, barbers, news agencies, coffee shops, bakeries, local dress shops and gyms. Parking along this road is already at a premium with only a small parking lot behind the shops on Rocky Point Road. Every few hundred metres along Rocky Point Road a new unit block is being constructed, as well as a whole new suburb that is being constructed at Ramsgate Park. Literally thousands of new residents will live on Rocky Point Road with no additional parking and no additional public transport.

The removal of parking along Rocky Point Road will kill the community 'feel' of Ramsgate & Sans Souci and most likely kill the small local business that operate along there.

The Roads Minister says the benefits to the majority of the population will be weighed against the impact of the Extension, and concedes that there will be an impact. Enhancing traffic flow to the Sutherland Shire at the expense of the quality of life of St George residents and the livelihood of St George small businesses is not a benefit to the majority of the population. It is simply destroying one area for the benefit of another.

Most people from the Sutherland Shire want to get into the city. Not to Arncliffe, and not to Parramatta or Blacktown via the WestConnex. Consequently a far better solution would be greater investment in public transport so the people of the Sutherland Shire have a fast and reliable alternative to driving their car.

We object to the loss of open green space and sporting fields which are more important than ever with the population targets set for the Georges River local government area by the Greater Sydney Commission. These losses will only compound the already unacceptable social and environmental impacts the proposed F6 Extension will have on our community.

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ABN 35 156 859 010

Declaration: Kogarah Bay Progress Association Inc has not made any reportable political donations in the last 2 years.

Kind Regards



Jeff Powys – Secretary
Kogarah Bay Progress Association Inc
powys@iprimus.com.au

cc Chris Minns MP
cc Stephen Kamper MP



Name: Graham Quint
Organisation: The National Trust of Australia (NSW) (Director, Conservation)
Govt. Agency: No
Email: [redacted]

Address:
[redacted]

Sydney, NSW
2001

Content:
10 December 2018

Mr David Gainsford,
Executive Director Priority Projects
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Public Exhibition - F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah

The National Trust of Australia (NSW) expresses its strong objections to the development proposal for Stage 1 (Arncliffe to Kogarah) of the F6 Motorway (Arncliffe to Loftus).

The "Need" for this Project

This State Significant Infrastructure (SSI) proposal has been put forward as a "transport priority project". This is difficult to accept given that the route of the F6 was originally set down in 1951, sixty seven years ago. If indeed it were a priority it would have been built years ago, not in 2019/20 when there is a massive movement away from private motor vehicles to public transport.

Passenger demand for trains in Sydney has risen by almost 20 per cent on some lines in just a year, August 2017 figures indicated, underscoring the strain on the city's rail network ("Opal figures show skyrocketing passenger demand on Sydney train lines", Sydney Morning Herald 16 August, 2017, Matt O'Sullivan).

The number of trips taken on the T7 Olympic Park Line surged by 19.6 per cent to almost 180,000 in July, 2017 compared with the same month a year earlier, reflecting the pace of growth in residential development in and around the former Olympic precinct.

Patronage on the city's busiest line the T1, which includes western, north shore and northern services, rose by 10 per cent over the year, government figures based on Opal card usage show.

Across the rail network, trips increased by more than 11 per cent, or 3.1 million, to 30.7 million in July 2017, compared with the prior period.

The surge in demand places greater urgency on plans for public transport such as a new metro line between Sydney's CBD and Parramatta.

The T2, the second-busiest line which comprises airport, inner west and services to the south, rose by almost 14 per cent year-on-year. The T4 (Eastern Suburbs and Illawarra) and the T3 (Bankstown) both recorded increases of about 10 per cent.

Geoffrey Clifton, a senior lecturer in transport management at Sydney University, said the figures showed that Sydney risked reaching a "gap in capacity" on its rail network sooner than forecast.

"There is absolutely the risk of overcrowding. We have already seen an increase in capacity and that is translating into more people using the service," he said.

The state's Auditor-General recently warned that Sydney's trains will increasingly struggle to run on time unless "sustained and substantial investment" is made in the existing heavy rail network. Rail patronage growth has been outstripping both the government's forecasts and the rail system's capacity to cope.

In 2017 the government announced plans to add 300 train services a week on the two main rail lines between western parts of Sydney and the CBD - the T1 and the T2 - from November, when a new timetable for the network was to be rolled out.

"It is going to alleviate some of the overcrowding, but it will encourage even more people to use public transport - we certainly seem to be in a growth cycle," Dr Clifton said. "A lot of that extra capacity will be soaked up more quickly than expected."

Transport Minister Andrew Constance told a business gathering in August 2017 that the government expected a 21 per cent surge in patronage on Sydney's trains in the next three years.

Of the other 10 busiest lines on the network, trips on the Blue Mountains line rose by 16.9 per cent, the T5 Cumberland 17.8 per cent, the South Coast 15.1 per cent, the Southern Highlands 19.8 per cent and Central Coast-Newcastle 9.9 per cent.

As a city already choked with motor vehicle traffic at most hours of the day on both weekdays and weekends, Sydney needs to look to other large cities around the world to better understand how they deal with transport pressures and keep their urban spaces liveable and heritage unviolated.

Japan's Tokyo has a population of 38 million (city and metropolitan areas) and a private car use of only 12%. Osaka in Japan has 19 million inhabitants and 45% of workers travel by train, 32% by bicycle and only 10% by private motor vehicle. New York City's Mayor Bill de Blasio has proposed a decrease in the percentage of trips in private vehicles to 12 percent from the current 31 percent to deal effectively with the

city's commitment to reduce greenhouse gases.

Sydney's 69% private vehicle usage is the cause of the city's massive congestion. Construction of even more motorways will only promote additional private vehicle use and massively exacerbate the problem

The most effective and cost efficient means to deal with road congestion is to get more people onto trains, either heavy or light rail.

National Trust involvement with Expressway Proposals

In 1972, the National Trust opposed the North-Western and Western Expressways which would have cut a swathe through Glebe demolishing 800 homes and the property "Lyndhurst" to the steps of the Sydney Town Hall. In September 1976, the National Trust released its Policy Statement on Urban Freeways responding to the threats to Glebe posed by urban freeway proposals dating from the 1950s. This Policy was updated in July 1981 as the National Trust Policy on Urban Freeway to address moves to revive and construct the then abandoned inner urban freeway system. In 1989, the National Trust produced a discussion paper -Towards a Transport Policy for the National Trust which advocated a number of transport initiatives based on shifting the focus of transport provision by government towards "mass transport" and away from major road proposals.

A 1995 National Trust Policy Paper "Transport - The Heritage Implications" set down National Trust support for various actions to reduce transport pressures and indicated transport proposals that would be opposed by the National Trust. In September, 2005 a Trust Alert - "Motorway proposals threaten inner city Urban Conservation Area" publicised the Trust's concerns that National Trust listed Urban Conservation Areas including Enmore, Annandale and the Dacey Garden Suburb at Daceyville were threatened by the motorway corridor and access proposals. A major lobbying campaign by the National Trust in the early 1990s in conjunction with local community groups, led to the proposed above-ground M5 motorway through the Wolli Creek Valley being built underground to save this important green space and its bushland, wetlands and rainforest.

Over the past fifteen years the Trust has continued to express concern at the heritage impacts of inner urban motorway proposals and has supported mass transport options such as light and heavy rail in preference to inner urban motorways.

The National Trust's February 2014 Policy on the Heritage Impacts of Urban Motorways states -

1. While acknowledging that the increased mobility and affluence of our society and an increasing population require much improved transport facilities, the National Trust will oppose further motorways being brought into the inner suburbs and central business district that threaten areas of great historical, architectural, scenic and social importance.
2. The National Trust will oppose the loss of public parklands for inner urban motorway construction, including both permanent loss involved with a motorway route/connection ramps or shorter term alienation during the construction phase.
3. The National Trust believes that the provisions of public/private partnership agreements for urban motorways should be made public and that such agreements must not contain penalty provisions for compensation payments to a motorway operator if a public transport system competes effectively with the motorway.
4. The National Trust would oppose public/private agreements that disadvantage the public who do not choose to use the toll roads constructed under those agreements.
5. The National Trust believes that massive expenditure on motorway development will divert much needed public and private investment away from public transport development which can move large numbers of people more effectively and with much less adverse heritage impact.
6. The National Trust believes that the constant daily movement of large transport trucks severely degrades the urban environment and will urge that rail transport should be the preferred means for transporting container goods related to Port Botany and Sydney Airport. The Trust would oppose

motorway proposals which promote increased large truck movements through urban precincts, particularly those with heritage significance.
7. The National Trust acknowledges that inner city motorway development will be inextricably linked to residential/commercial redevelopment of higher densities in the zones adjoining the motorway and consequently would oppose such development or elements of that redevelopment when it;

* Impacts upon or degrades the values of adjoining Heritage Conservation Areas,
* involves the demolition of Listed Heritage Items,
* involves the demolition of places which have been removed from Heritage Lists on non heritage-based grounds,
* involves the demolition of places which, in the Trust's view are of indisputable heritage significance but which have been denied statutory heritage recognition.

The F6 Stage 1 New M5 Arncliffe to President Avenue, Kogarah

The Environmental Impact Statement sets out the biodiversity affected by the project: -

* Removal of around 1.24 hectares of native vegetation including two threatened ecological communities listed under the Biodiversity Conservation Act 2016
* Loss of around 4.45 hectares of potential foraging habitat for the Grey-headed Flying Fox, and
* Indirect impacts on the Green and Golden Bell Frog related to light, noise, dust and vibration arising from the continued use of the construction site at Arncliffe for an additional four years.

The National Trust is particularly concerned that construction of the First Stage of the F6 Extension would create an impossible situation with increased levels of traffic and congestion of traffic attempting to rejoin The Princes Highway or The Grand Parade at Kogarah. The Roads & Traffic Authority would then argue for the construction of the other stages of the F6 Extension to solve the problems created by Stage One. The impacts of the further stages of the F6 Expressway are major in nature and include impacts on the Royal National Park which is now listed on the National Heritage List and destruction of the National Trust Register Listed Gwawley Bay Landscape Conservation Area.

The Gwawley Bay Landscape Conservation Area was listed on the National Trust Register in February, 2004. It is a rare cultural landscape within the Sydney urban area being the site of the first attempt to cultivate oysters in the colony of New South Wales in the early 1870s. It is probably the only known attempt in Australia to cultivate oysters by the "French Method" pioneered by Dr Kemmerer in the Bay of Biscay and it laid the foundations for the establishment of the New South Wales oyster industry.

The site provides important and tangible evidence of the activities of the Hon. Thomas Holt, MLC (1811-1888), first Colonial Treasurer under responsible government in New South Wales and the original holder of the freehold title to 12,000 acres of land, representing all the country between Botany Bay and Port Hacking, most of the present day Sutherland Shire.

The Gwawley Bay Landscape Conservation Area also contains the largest known population of the Narrow-leaf Sedge (Gahnia filum), rare in the Sydney Region and now uncommon stands of Swamp Mahogany (Eucalyptus robusta) most of which have been cleared in the Sydney Region for urban development.

Conclusion

For its impacts on Biodiversity, the flow on major impacts from further stages and the diversion of funding and attention away from more important public transport options, the National Trust strongly rejects this development proposal.

Yours sincerely,

Graham Quint
Director, Conservation



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10 December 2018

Mr David Gainsford,
Executive Director Priority Projects
Department of Planning and Environment
GPO Box 39
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The National Trust is particularly concerned that construction of the First Stage of the F6 Extension would create an impossible situation with increased levels of traffic and congestion of traffic attempting to rejoin The Princes Highway or The Grand Parade at Kogarah. The Roads & Traffic Authority would then argue for the construction of the other stages of the F6 Extension to solve the problems created by Stage One.

The impacts of the further stages of the F6 Expressway are major in nature and include impacts on the Royal National Park which is now listed on the National Heritage List and destruction of the National Trust Register Listed Gwawley Bay Landscape Conservation Area.

The Gwawley Bay Landscape Conservation Area was listed on the National Trust Register in February, 2004. It is a rare cultural landscape within the Sydney urban area being the site of the first attempt to cultivate oysters in the colony of New South Wales in the early 1870s. It is probably the only known attempt in Australia to cultivate oysters by the "French Method" pioneered by Dr Kemmerer in the Bay of Biscay and it laid the foundations for the establishment of the New South Wales oyster industry.

The site provides important and tangible evidence of the activities of the Hon. Thomas Holt, MLC (1811-1888), first Colonial Treasurer under responsible government in New South Wales and the original holder of the freehold title to 12,000 acres of land, representing all the country between Botany Bay and Port Hacking, most of the present day Sutherland Shire.

The Gwawley Bay Landscape Conservation Area also contains the largest known population of the Narrow-leaf Sedge (*Gahnia filum*), rare in the Sydney Region and now uncommon stands of Swamp Mahogany (*Eucalyptus robusta*) most of which have been cleared in the Sydney Region for urban development.

Conclusion

For its impacts on Biodiversity, the flow on major impacts from further stages and the diversion of funding and attention away from more important public transport options, the National Trust strongly rejects this development proposal.

Yours sincerely,

Graham Quint
Director, Conservation

[redacted]

Name: Jed Coppa
Email: [redacted]

Address:
[redacted]

Monterey, NSW
2217

Content:
Submission attached.

[redacted]

I would like to make known my objection to the RMS's EIS for the F6 Stage 1. I am not an engineer and I only intend to object to the parts of the proposal that I am informed enough to speak to.

At a macro level the entire premise of criss-crossing our city with an ever larger network of toll roads is fundamentally at odds with all evidence regarding congestion outcomes. The entire notion that we can build our way out of congestion in a large and rapidly growing city is inconsistent with the experience here (it was not so long ago that the first incarnation of the M5 East opened) and internationally. It seems that the planners at the RMS are either unfamiliar with, or willfully ignorant of, the concept of induced demand.

This project, like so many before it, is being touted on the grounds that is fulfills a 'missing link' in Sydney's motor transport infrastructure. This is neither the case, nor particularly relevant. If the F6 Stage 1 is indeed a missing link, it's a missing link between Scarborough Park, immediately south of where the new road will dead end onto President Avenue, and an as yet unbuilt Stage 3 of Westconnex. In reality it is a 4 lane tollway that will open as a stand alone road linking Kogarah and St Peters. Hardly a 'missing link'.

The health implications of car-centric transport planning

In considering the impacts of this project I was pleased to see that the RMS are aware of the health challenges facing our community as outlined in NSW Health's publication 'South Eastern Sydney Local Health District. Our Community, Our Services… A Snapshot'. It is great to see that the architects behind this project taking the relationship between transport infrastructure and health into consideration. They have rightly highlighted that the key health issues facing our community are obesity, alcohol consumption and respiratory problems. These are three major health issues that are exacerbated by car use and car-centric planning. I refer you to here to the Heart Foundation's work (https://www.heartfoundation.org.au/images/uploads/publications/Move-It-Australias-Healthy-Transport-Options.pdf) on the myriad health issues associated with automobility.

Obesity is a huge health problem in Australia, especially with rising commute times eating into free time that might've been spent exercising. Luckily for many there is a solution. People that commute on foot, bicycle or by public transport are significantly more likely to reach the recommended weekly target of at least 150 minutes of moderate activity than those that commute by car.

Alcohol consumption is a part of life here as in much of the world, and with a higher rate of risky drinking and hospitalisations from alcohol in St George it would be preferable to provide transport options that accept this reality. Investing in public transport at all times of day and night would help minimise these risks.

Respiratory problems are exacerbated by car and truck fumes, a problem which pushing vehicles underground does not solve. As the city grows we should be encouraging those that can make trips by other modes to do so, which in turn would leave space on the road for those that need to be there. This benefits the health of the commuter and helps us all to breathe a little easier.

Misunderstanding the potential of public transport

It is disappointing, but not surprising, to see that the RMS has an entirely outdated view of the basics of public transport network design. Perhaps some cross departmental liaison could have benefited this project. The EIS claims that "with about 60 per cent of employment dispersed across the Sydney metropolitan area, public transport alone cannot viably serve many of these locations." The idea that, in a city of close to 5 million, demand is only sufficient for CBD radial public transport infrastructure is archaic. Yes, our public transport network as it currently stands is extremely radial, but this need not be the case. An efficient public transport system is one that operates as a network. Where users can interchange between lines and services to make their way across the city.

20 years ago a train line was proposed by the NSW Government to connect Hurstville to Strathfield, interchanging with the East Hills and Bankstown Lines on the way. This sort of project would provide the type of public transport connection from St George to those dispersed locations that we all seek. It would also reduce the number of unnecessary trips through the CBD, increasing capacity on our train lines.

Investing in public transport infrastructure should not be seen as a competing priority to free-flowing roads. The majority of road users are in single occupancy vehicles on their way to work at a fixed address. These users can and will opt for public transport if it is the quicker, more comfortable or cheaper. Doing so frees up road capacity for trucks and tradies who need to be on the road all day.

A token gesture to active transport

Finally, I am extremely disappointed to see that a project of this scale, estimated to cost over $2 billion for Stage 1 alone, includes such poor provision for active transport. Cycling is not only a healthy and emission free form of transportation and recreation. Well implemented active transport infrastructure can encourage people out of their cars, leaving room on the road for those that need to be there.

The F6 corridor is absolutely begging for the sort of long distance, separate-grade cycleway that runs alongside the M7 or the NW T-Way. The path alongside Botany Bay is beautiful, but it is busy with cars and people enjoying the beach front. It suffers an extremely long detour in Kyeemagh around Muddy Creek and thus does not provide a useful commuter active transport link to the area. Commuting cyclists tend to favour the Francis-Crawford-O'Connell-Chuter route

to San Souci. At Bestic Street this route connects with the Cooks River cycleway allowing riders a trip almost entirely safe from cars all the way to Sydney CBD via Bourke Road or Parramatta CBD via Homebush.

It is great to see the F6 extension includes an active transport exclusive bridge over President Avenue. From the EIS it sounds like it will be designed as part of an active transport corridor, rather than to facilitate local trips across President Avenue. It is also good to read that pedestrian access across President Avenue will be retained at O'Connell and West Botany Streets. Separate grade alternatives are great, but maintaining safe street level crossing points is essential to ensuring the Avenue won't become a car-choked wall dividing the suburb as the Grand Parade separates us from the Bay.

Unfortunately the route outlined for the active transport corridor north of President Avenue is ridiculous. If anyone is expected to seriously consider leaving their car at home in favour of cycling, new cycleways must adhere to the same standards as car or rail infrastructure. A route is only as strong as its weakest link, and running a wide, graded path onto a series of suburban streets and trafficable roads defeats the purpose of the exercise entirely. The lack of planning or willingness to make hard decisions regarding route alignment will undermine any potential uplift in active transport participation in the area. In the EIS the RMS mention the F6 corridor alignment that has been set aside for transport in the area for over 60 years. Building the active transport corridor that our area needs only requires utilisation of an alignment set aside for this purpose. How great it would be to see the corridor manifest as a tree lined cycleway rather than the motorway that was initially intended.

If 5 houses stood in the way of a road project it would be considered a small price to pay. This isn't hypothetical. 2016 estimates indicated that over 400 properties were to be acquired to build Westconnex. If the RMS is serious about promoting active transport in St George the route needs to be considered in the same way as any other piece of transport infrastructure, even if this involves property acquisitions. The current route is totally unacceptable and shows the tokenistic mention of active transport for what it is.

There's no doubt that Southern Sydney is calling out for better transport infrastructure. But the F6 is a project of its time, the postwar period. It isn't popular with the electorate. The State Opposition have come out and said that they will stall the F6 project in favour of investigating public transport alternatives. I implore the NSW Government to reconsider how they are implementing new transport projects in St George and across the state and to look to 21st century solutions that emphasise public and active transport.

Regards,

Jed Coppa
Monterey, NSW

[redacted]

Name: Andrew Eldridge
Organisation: TAFE NSW (Strategic Planner and Business Partner Sydney Region - Property & Logistics)
Govt. Agency: No
Email: [redacted]

Address:
[redacted]

BROADWAY, NSW
2007

Content:
Please see letter attached.

[redacted]

PO BOX 707
BROADWAY NSW
2007 AUSTRALIA

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

DOC18/192081

Dear Director,

TAFE NSW Response to F6 Extension Stage 1 EIS - Application number SSI_8931

TAFE NSW is supportive in principle of the proposed F6 Extension Stage 1 project.

The TAFE NSW St George main campus is located on the corner of President Avenue and Princes Highway, Kogarah with significant street frontage along both roads. The campus enjoys high exposure to passing vehicular traffic, is a destination for a local bus network and adjoins residential and high school land.

The St George main campus consists of 8 purpose-built educational delivery buildings which provide students with leading edge facilities to meet growing local demand for training.

The St George main campus provides training in electrotechnology, building, business & finance, information technology, logistics, project management, community services, adult migrant education, vocational education and - from mid-2019 - aged care & nursing.

In response to the F6 Extension Stage 1 Environmental Impact Statement, TAFE NSW undertook an internal review of the impact of the proposed project on the St George main campus.

As a result of the review, TAFE NSW has identified the following key items which require further consideration:

- Intersection modelling of the TAFE NSW carpark access of President Avenue to reflect actual driver behaviour, as well as network operation with regards to nearby traffic signalling, particular the major intersection at Princes Highway. TAFE NSW notes the inclusion of refuge and turning islands, however the full solution to access to and from the car park may take the form of "keep clear pavement marking" to keep the intersection clear for entering and exiting traffic.
- The impact on the learning environment of increased traffic movements on campus buildings, particularly those along President Avenue, in terms of additional noise and exhaust emissions.

- The impact on the learning environment of increased traffic movements on the overall campus environment. TAFE NSW requests monitoring of noise and exhaust emissions on the site before, during and after completion to ensure a safe and pleasant campus environment is maintained.
- The impact of proposed changes to the width of the nature strip and footpath along President Avenue in terms of the function of the following existing interfaces along President Avenue:
    - existing emergency driveway near the Princes Highway intersection.
    - emergency exit from TAFE NSW buildings along the boundary.
    - the function of the delivery access driveway to the main campus store.

Further detail on these key items is provided in Attachment A.

TAFE NSW looks forward to working with NSW Roads and Maritime Services to support further detailed planning to address the issues identified.

If you require any additional information please contact Paul Andersen, Program Director on either 0428 061 907 or paul.andersen5@tafensw.edu.au.

Yours sincerely



Michael Gibson
Head of Development, Property & Logistics
TAFE NSW
Date: 12/12/18

ATTACHMENT A

Item 1: Driveway – Emergency vehicles on emergency vehicle driveway require access to the site. Relocated boundary needs to be designed with improved sight lines to President Ave traffic for safety.

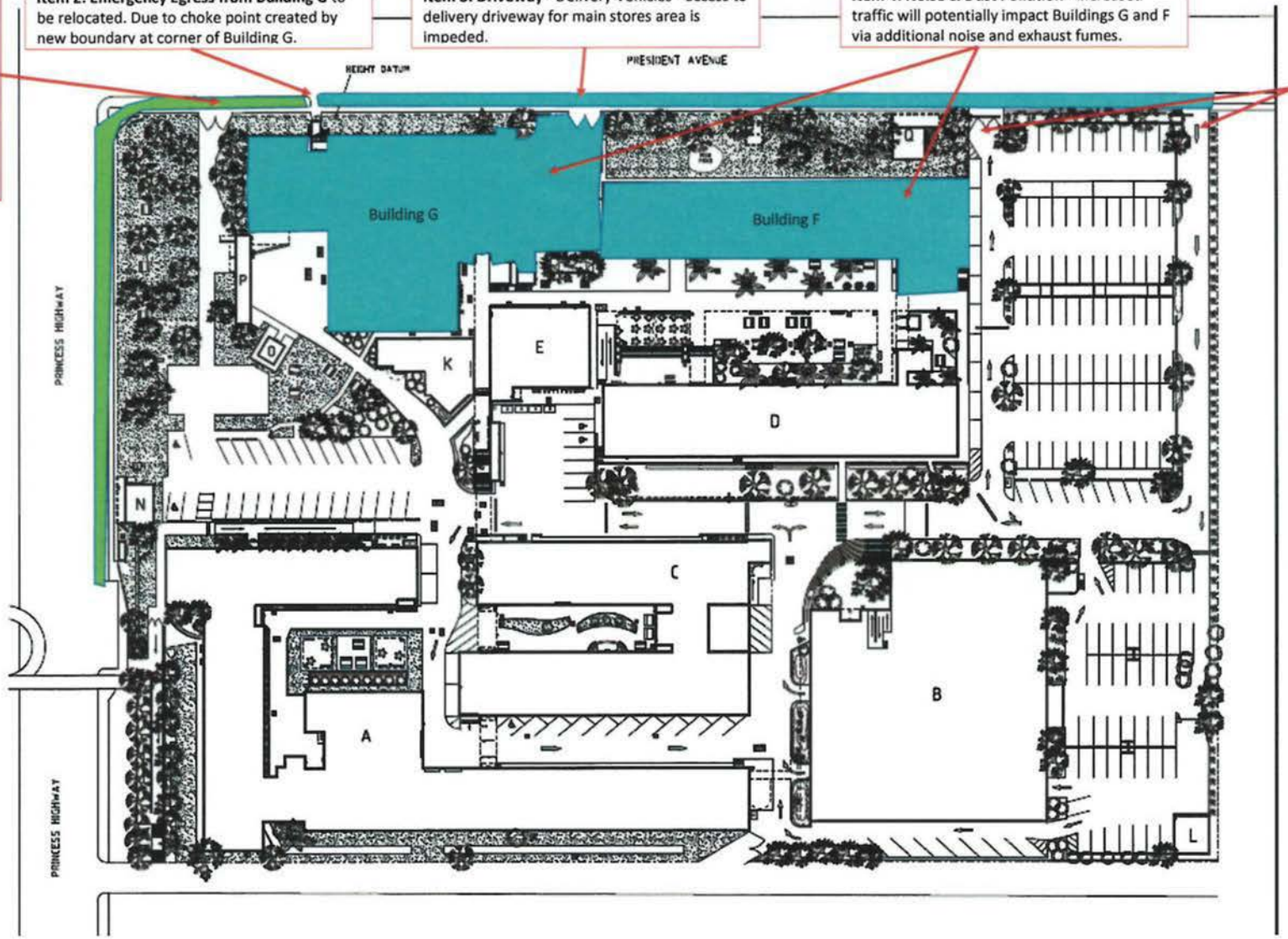
Item 2: Emergency Egress from Building G to be relocated. Due to choke point created by new boundary at corner of Building G.

Item 3: Driveway - Delivery Vehicles - access to delivery driveway for main stores area is impeded.

Item 4: Noise & Dust Pollution - increased traffic will potentially impact Buildings G and F via additional noise and exhaust fumes.

Item 5: Car park – ingress and egress - increased traffic on entry and exit to the site by vehicles.

Requires turning islands, turning refuge and "do not cross intersections" marking on road.



Attachment A - TAFE NSW Kogarah – Main Campus

750 Princes Highway Kogarah

Lot 3 in Deposited Plan 810353

[redacted]

[redacted]

Content:
please see attached submission

[redacted]

-

[redacted]

Department of Planning and Environment

Submission – Against the F6 Stage 1 Extension

Application Number SSI_8931

We object to the construction of the F6 stage 1 a so called needed piece of infrastructure that's just another toll road connecting to the M5 that doesn't even go to the city which is what it's supposed to do and for $2.6 billion of public funds it gives very little in travel time savings to the CBD for Southern Sydney commuters in reality it will only spill more vehicles onto local roads and be the opposite of the computer scenarios/guesses and future so called predictions created on desktop its only outcome will be to substantially increase congestion /pollution/noise/stress and create serious health problems and diminish community lifestyle

After reading as much as possible of the (EIS) within the unfair time frame given of 35 days which is nothing short of discrimination for Southern Sydney residents it is apparent that concerns raised prior have been ignored more so for those seriously affected on the northern side of President Avenue which didn't even get a mention in the EIS despite concerns that were previously raised

Traffic/Congestion and rat-running

Traffic is to substantially increase along President Avenue with more vehicles funnelled onto the road along with the additional highlighted number of over 2000 heavy trucks per day plus construction vehicles 24/7 that will be operating for 4 years and probably more as no works are completed on time or on budget for that matter

Minimum works have been shown to take place at the Princes Hwy/ West Botany Street/ Grand Parade/Bay Street/O'Connell street/Crawford road intersections to give traffic free flow when exiting the tunnels in other words this new category of a "do nothing "approach will create even more heavy congestion along all roads when vehicles exit the tunnels especially in the PM being more vehicles than the AM causing severe problems for residents who try to enter the roads from local side streets. Rat-running (diverting) is already an issue

on the northern side of President Avenue which is a heavily populated area vehicles are turning left into side streets from the Princes Hwy with many using Cross Street to turn left into President Avenue this practice will only increase given the congestion already at Princes Hwy and President Avenue intersection that won't be resolved yet this concern has been ignored from previous notifications and will result in the congestion of local streets

Trucks far greater than the 3 ton limit are also using this rat-run through side streets with some clearly sign posted with a 3 ton limit yet the "do nothing "approach is being applied here this needs to be resolved

Parking/ Turning

Parking in local streets on the northern side will not have a moderate change as shown in the EIS due to all streets from Chandler to Green streets are now already at capacity but with the closure of various car parks due to construction/ No parking allowed along President Avenue/West Botany Street and with the addition of an increase in **TAFE** attendance from the **100,000** free apprenticeship places made available with the majority of increased numbers of students coming to St George Tafe by car which hasn't been mentioned plus workers from the industrial area and construction personnel parking in these streets this area will be chaotic for residents to find parking with obstruction to residential properties on entry/exit that is regularly occurring now will only increase further there will be a substantial increase to noise levels / pollution levels and congestion in our local streets

The right hand turn from President Avenue into Cross Street won't be possible the only right turn to enter Green/French streets is West Botany Street when heading west so if we miss this right turn or shop at the local stores/ fill up at the Caltex service station we are obligated to travel to Princes Hwy to Rockdale plaza Drive to West Botany Street then to French or Green Streets adding several kilometres to an otherwise 300 meter journey this is just bad planning and needs to be fixed because this restricts access to our homes with local businesses also losing customers because if we're going to travel well out of our way to get home from this location we might as well go shopping elsewhere with safer and easier access

Residents of Moorefield estate will also have to deal with the increase in Tafe attendance and construction staff parking problems plus the added bonus of not being able to exit the estate in a safe manner its shown that there will be only a 1 vehicle bay to turn right from Lachal Avenue into President Avenue the design supplied put simply won't work basically Moorefield estate will have just 1 road to turn right from as Oakdale Avenue is not a viable right turn due to its close proximity to the intersection at West Botany Street traffic lights where traffic backs up well past Oakdale making a right turn from this location in or out of this street is a highly dangerous act why wasn't this considered in the EIS in fact it has been ignored and listed as no change

Why hasn't a right turn bay and lane not been considered for Oakdale Avenue?

Pollution/ Noise /ventilation stack

With the substantial increase in vehicle numbers and heavy vehicle numbers of over 2000 plus per day that are a main proven contributor of cancer causing carcinogens from diesel fuel emissions it is evident that pollution in the community will increase substantially within the area

No monitors will be placed at President Avenue a major source to measure the extent Monitors will only be placed at the stack to only check pollution levels there and no further

Residents will now have to live mostly with doors and windows shut in an attempt to minimise air pollution and noise within their homes which in turn presents further problems of indoor pollution another serious concern to deal with

Noise is to increase along President Avenue/West botany Street and surrounding local roads with many residents being affected. President Avenue is to be lifted at over 3+ meters in height at the tunnel entrance creating another incline/decline on this roadway resulting in extra noise from heavy trucks and with no sound barriers in place given that truck exhaust stacks will be at an elevated height of over 6 meters surpassing natural noise barriers that currently exist resulting in severe noise being audible over greater distances

Noise from the heavy trucks 24/7 from over revving and more so from the constant use of **air brakes** which is clearly heard more than 100 meters from the source it is heard in habitual rooms of my home and I'm in Green Street this problem hasn't been addressed there has been no indication that **noise cameras** will be placed along President Avenue/West Botany Street or **signage/truck speed limit reduction** put in place in order to minimise this particular nerve racking noise which is heard 24/7

West Botany Street ventilation stack to be situated less than 100 meters from homes and close to schools and unfiltered with many residential apartment blocks being at a higher elevation than the stack and with new apartments being built in the Kogarah CBD even at a greater height these will have pollution blown into their residence with the rest of us being trapped between heavy traffic pollution and the unfiltered stack that were told throws pollutants high into the atmosphere which then dilutes with air this is a laughable scenario/guess as PM10/ PM2.5 and others are not cordial these are highly dangerous proven cancer causing chemicals that don't dilute and eventually land everywhere and cause a range of serious illness's for everyone more so for the young/elderly/frail/others who have declining health

Pedestrians/ access to the foreshore

The northern side of President Avenue is high density residential it is incomprehensible that residents will not be able to walk to the foreshore nor will mothers be able to take children to Brighton public school from this side in safety there is to be no pedestrian crossing at the tunnel intersection instead now all crossings will have to be at President Avenue cross over to the south side proceed to O'Connell Avenue and cross President Avenue again in order to reach the destination this is a serious safety concern

The pedestrian island at the intersection of Princes Hwy and President Avenue will have to been removed for safety reasons you can't have pedestrians stranded and waiting to cross from this position with heavy traffic in multiple lanes coming from all directions it's just a disaster waiting to happen the intersection must be reconfigured accordingly to safely accommodate the high pedestrian activity of the area

Health/safety

Ongoing levels of high Pollution/noise/dust/odours/congestion and the stress during and after construction will highly affect many in the community some will require medical assistance to cope with rising health issues there has been no mention on assistance for these in the EIS even though studies domestic and international prove that these indeed are real and severely affect human health and not deemed acceptable levels as were told in the EIS

Property damage/ devaluation

Over 4 years of construction/heavy pollution/traffic congestion//health issues/ severe increase in noise/odours/restricted access to local roads/parking problems/damage to property during and after construction Values will drop well past any market corrections with residents left to stress over these and be denied any assistance or be able to take any action as we've seen with the problems associated other roadway construction

The inspection for homes 50 meters within *the* construction zone must be extended to a minimum of 100 meters and for those that were door knocked as there are many older homes in the affected area that will receive damage from vibration due to tunnelling and the constant movement of heavy truck haulage of the 100,000s of tons of spoilage and the heavy use of the roadways those affected by the works should have a right to be heard not ignored when damage has occurred all homes within the range must be inspected before commencement of construction

Conclusion This project in its present form doesn't deliver the benefits shown it won't get motorists to St Peters in the magical 8 Minutes given that 80 Kph limit in the AM & PM peaks is never achievable as we see from all other present toll roads and (with other times shown basically being for a complete F6 project) with the remaining existing plans not being released obviously for political reasons given the repercussions against liberal ministers in the south if the plans were to be put to the public before an election

It only significantly increases traffic congestion with vehicles exiting the tunnels back onto already congested roads where the bare minimum will be been done to achieve traffic flow

It doesn't deliver any savings to travel times for commuters heading south but only significantly increases these times as the tunnel will be heavily backed up with traffic internally due to the many intersections on President Avenue with traffic lights causing a serious traffic jam underground and with the so called projected number of vehicles being in the tens of thousands using this road it is very real that the traffic jam will exceed over 1 kilometre in length at times and seriously affect motorists who are stuck underground for lengthy periods

The unfiltered stack will be working at maximum output emitting even more pollution that will surpass set guidelines

It only meets up with other toll roads which solves nothing but generate income from a hard working and tired community who are being used as cash cows

Despite statements in the EIS on scenarios/guesses and so called future predictions $ 2.6 billion in public funds for a road that does basically nothing would be better directed towards the severely struggling public transport system as this is the only way to move people faster and safer to their destinations and alleviate congestion/ pollution/ noise and travel times and not diminish community lifestyle or impact heavily on human health which is exactly what this project will accomplish here and nothing more

Minister you must reject this project for on its own it does nothing in the way of serving the south there are many issues raised by the community that haven't been addressed in the EIS when clearly they should have been investigated and not ignored and residents should have been briefed as we are stakeholders as well.

I have not made any political donations in the last 2 years

[redacted]

[redacted]



Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the F6 Extension as it will fail everyone especially those travelling south who will be in a traffic jam for an extended period underground given the amount of vehicles projected to use the tunnel and the traffic lights at the intersection this is the reality.

I object to a transport solution that involves unfiltered exhaust stacks and portals located close to schools, homes and kids sports fields. Why aren't the thousands of children that attend schools like Brighton-Le-Sands Primary, Arncliffe Primary, St. Francis Xavier Catholic Primary, St Peters Primary, McCallum's Hill Primary, Haberfield Primary to name just a few worth the cost of stack filtration? Stacks and portals are a powerful source of pollution. Of particular concern are the ultra-fine nano particles, PM1, that are so small they can get into the cells of our lungs. Air pollution kills more than car accidents.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair, as it comes at the end of the project where funds are limited.

The EIS indicates that the pond at Bicentennial Park will be eradicated if this project goes ahead. Murray River short neck turtles inhabit this pond and that birds such as Spoonbills and Great Egrets are feeding here.

The RMS claim that the F6 Extension will reduce emissions (which could be held as minimising the impact on the environment) does not hold up. No credible authority in the world today would suggest that building freeways is the solution to cutting national greenhouse emissions.

The EIS acknowledges that at tunneling at 35 metres and less causes a real risk of damage to homes due to settlement (ground movement). There is no mitigation provided for this risk. Instead, it states that properties will be

repaired at the Government's expense. However, there are many reports that RMS deny new and significant cracking in people's homes was caused by construction, putting the blame on "settlement" or "drought". Given that many homes have stood the test of time for half a century or more, these excuses are not acceptable.

The F6 should not be approved with such tunneling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It has lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to construction works, with no assurance that their property damage will be promptly and satisfactorily fixed.

The WestConnex series of projects present challenges and difficulties that have not been faced in modern densely populated Australian urban environments. The initial approvals for the M4 widening, M4E, & New M5 have highlighted limitations of the review of approval mechanisms, when modeled projections and predictions are contradicted by the actual outcomes. The public have discovered that there are multiple restrictions to gaining satisfactory resolutions to problems, because the proponent responds that they are working within approvals already granted. Whilst the initial approvals may have been granted based on information that the Minister received at the time, subsequent experience has demonstrated that many concerns raised by residents to the M4E and M5 EIS were in fact inaccurate. This was a key issue at the Parliamentary Inquiry to WestConnex.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation, particularly in light of the unlivable conditions already imposed on residents of Haberfield, Ashfield, St Peters and Arncliffe.

The complaints process is inadequate. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment. Some negative impacts include: • Environmental (such as urban sprawl, smog and air pollution) • Economic (from providing urban infrastructure across a more dispersed geographical area) and • Social (including isolation, economic stratification of areas and reduced access to public services).

Not everyone can use a public transport service for all of their trips. But getting an increased percentage of trips onto public transport has benefits for the whole community. Reducing our car dependency is a cornerstone of most modern planning objectives. Improved health, reduced stress and less wasted time are benefits that most people can get from reduced car dependency.

In the heyday of freeway building in the 1950s, the well-known architect and urbanist Lewis Mumford warned that trying to cure traffic congestion with more road capacity was like trying to cure obesity by loosening your belt. The result of too much belt-loosening can be seen throughout the USA, where 'suburban gridlock' is endemic. With each new road we have imported more of this problem; we should avoid making it any worse.

NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

We need more and better public transport to keep Sydney moving.

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

Name: william olive
Email: [redacted]

Address:
[redacted]

charlestown, NSW
2290

Content:
a cycle route is required as a safe, end to end link from Presidents Avenue in the south, to Sydney Airport including a solution to connect provision at Marsh St via the Giovanni Brunetti Bridge.
The cycle route must integrate with Bayside Council's Active Transport plans
The cycle route must be wide enough to cater for the future, at least 3m for riders and 2m for pedestrians, without pinch points and unsafe corners
The cycle route must be entirely off these busy roads using RMS owned land to connect riders with either over-bridges or at road signalised crossings that keep riders safe, not pedestrian or "refuge" style crossings that endanger younger riders or infants in child carriers.

The RMS must make provision for cycling and pedestrian detours during construction to be provided on a "like for like" basis, avoiding shared path closures that force riders into busy traffic.

[redacted]

[redacted]

Name: Anish Bhasin
Email: [redacted]

Address:
[redacted]

Bondi Beach, NSW
2026

Content:
The project must ensure that high quality active travel links are created to the airport precinct, and no existing links are destroyed. Also existing links must be maintained during construction. This is an incredibly hostile area for cycling and walking, despite the opportunity for many working at the airport to reduce congestion on roads and transport through active transport.

In particular, there must be:

- a safe, end to end link from Presidents Avenue in the south, to Sydney Airport
- including a solution to connect provision at Marsh St via the Giovanni Brunetti Bridge
- so it integrates with Bayside Council's Active Transport plans
- wide enough to cater for the future, i.e. 3m for riders and 2m for pedestrians, without pinch points and unsafe corners
- entirely off-road using RMS owned land to connect riders with either over-bridges or at road signalised crossings that keep riders safe, not pedestrian or "refuge" style crossings that endanger younger riders or infants in child carriers

[redacted]





Name: President Avenue Fruit World Company
Organisation: President Avenue Fruit World (Director)
Govt. Agency: No
Email: [redacted]

Address:
[redacted]

Kogarah, NSW
2217

Content:
The clearway will reduce the amount of parking available to my customers. Clearways in any form in front of my shop will most definitely have an impact on my business. As is evident from the Popular times feature on Google, the clearways would be in force during the busiest times during the week, especially in the afternoon. This will unfortunately see a reduction in customers during these times and loss of business. If these clearways were to be extended to the weekends, it will be entirely detrimental to my business to the point it will likely kill us off completely.

Regarding parking: Will the parking on President Avenue between Cross Street and West Botany Street be timed between the clearway timings? If not, due to the reduction in available parking elsewhere, students at the TAFE would quickly take up these parks once again leaving customers without anywhere to park, hurting our business.

From the plan it is unclear if customers will be able to turn right into the shop from President Avenue. If the existing option turn right from President Avenue is taken away, it will have a big impact on both my customers (and in turn my earnings) and deliveries to the shop. Would customers then be allowed to enter my shop from the lane (this is currently not allowed by council)? If not I will lose a huge number of customers who come from the South and East of my shop.





[redacted]

Name: Ben Hope
Email: [redacted]

Address:
[redacted] Oatley 2223

Oatley, NSW
2223

Content:
A cycle route is required as a safe, end to end link from Presidents Avenue in the south, to Sydney Airport including a solution to connect provision at Marsh St via the Giovanni Brunetti Bridge.
The cycle route must integrate with Bayside Council's Active Transport plans.
The cycle route must be wide enough to cater for the future, at least 3m for riders and 2m for pedestrians, without pinch points and unsafe corners.
The cycle route must be entirely off these busy roads using RMS owned land to connect riders with either over-bridges or at road signalised crossings that keep riders safe, not pedestrian or "refuge" style crossings that endanger younger riders or infants in child carriers.

The RMS must make provision for cycling and pedestrian detours during construction to be provided on a "like for like" basis, avoiding shared path closures that force riders into busy traffic.

[redacted]

[redacted]

Name: Peter Hughes
Email: [redacted]

Address:
[redacted]

Ryde, NSW
2112

Content:
We need to go the extra mile and provide a safe separated cycleway to encourage more car free journeys. The M 6 motorway has the potential to be a vital local thoroughfare for cycling commuters, people exercising, those making local trips through their neighbourhood on bikes. We spend a lot of taxpayers money on these roads - spend a relatively small amount more and the community benefit will be so much greater.

Look at the benefits from the M-7 cycleway. Look at the opportunities lost with the M-2.

It's 2018 people. Time to look beyond the car!

[redacted]



Name: Leonard Smith
Organisation: AshBUG (Pubic Officer)
Govt. Agency: No
Email:

Address:

Dulwich Hill, NSW
2203

Content:
AshBUG has an interest in ensuring that a safe off road cycle route is provided with an end to end link from Presidents Avenue in the south, to Sydney Airport. It is imperative that it includes a safe connection at Marsh St via the Giovanni Brunetti Bridge.
It is important that the surrounding Council's Active Transport plans are integrated into this planning, these have been established through long community consultation including consultation with all the Cycling organisations within their areas.
It is important that the design of the cycleway be completely off road, meet the current AusRoad guidelines and be separated from any pedestrian paths.
During construction it is imperative that safe practical alternative routes are provided that encourage active transport via bicycle.





Name: Gilbert Grace
Email: [redacted]

Address:
[redacted]

Erskineville, NSW
2043

Content:
I do not own or drive a motor vehicle. I do maintain a licence that enables me to drive a car or motorbike. I have not owned a car since 1990 due to the inconvenience and drain on finances. I own a range of bicycles to suit riding situations. I also use a trailer in combination with the bicycles for shopping, hauling materials for my business, and for other domestic and commercial needs. I feel exploited and discriminated against due to the lack of safe cycling infrastructure even though it has been acknowledged world-wide that: 1, Motor vehicles are a major contributor to local and global pollution. 2, Cause the majority of deaths and preventable illness. 3, That governments beholding to corporate interests are stiffling the introduction of cycling infrastructure even as it is proven to eliminate congestion, improve public and environment health, decrease stress, increase livability. I concur with the BNSW talking points below.

- as a safe, end to end link from Presidents Avenue in the south, to Sydney Airport
- including a solution to connect provision at Marsh St via the Giovanni Brunetti Bridge
- so it integrates with Bayside Council's Active Transport plans
- wide enough to cater for the future, i.e. 3m for riders and 2m for pedestrians, without pinch points and unsafe corners
- entirely off-road using RMS owned land to connect riders with either over-bridges or at road signalised crossings that keep riders safe, not pedestrian or "refuge" style crossings that endanger younger riders or infants in child carriers

I am an elected executive member of a Bicycle User Group affiliated with BNSW that actively encourages cycling.





Name: ronald rayner
Organisation: rockdale wetlands preservation society (president)
Govt. Agency: No
Email: [redacted]

Address:
[redacted]Rockdale 2216

rockdale, NSW
2216

Content:
ROCKDALE WETLANDS PRESERVATION SOCIETY

Submission F6 extension EIS 11/12/2018

Our Society is opposed to the F6 extension and is greatly concerned about the environmental impacts of the current route proposal for the F6 proposal (between North Arncliffe and President Avenue).

1. Construction along the proposed route north of President avenue to the exit onto President Avenue will have disastrous consequences for Kings Wetland. Basically, complete destruction and subsequent reconstruction of this water body for at least 450 metres north of President Avenue is implied. This we completely oppose.

2. The 40 metre intrusion into the unique and environmentally important Patmore Wetland on the southern side of President Avenue is of great concern.

3. Reed swamps throughout the metropolitan area are a habitat which has a low profile, and their conservation value has generally been unappreciated.
As a result a number of, in particular bird, species have declined in the region almost unnoticed. These include reed warblers, cisticolas and grass birds. In determining the impacts of the proposal there is a need to take a Sydney wide perspective. and act to prevent further decline.

Our society was informed any intrusion would very small but a large area some 40 metres long will be affected. This will have considerable impacts because this area of reedbed is important to the food chain in this wetland which is a vital fish nursery for Botany Bay, supporting large schools of juvenile bream and mullet.**

4. The proposed cycleway and bridge in their proposed location will have a detrimental effect on the wetlands. It is quite unnecessary that this infrastructure is located in the indicated position. There is no evident reason why it could not be located further west where it would impact only the current area of mowed lawn between the wetlands and Civic Avenue.

5. The document fails to clarify what arrangement will replace the current weir between Kings Wetland and Patmore Wetland, located immediately north of President Avenue. The weir is an important control point which regulates the freshwater requirements for Patmore Westland. A full plan for this interface must be made public.

Conclusion

The proposal as currently described would have disastrous effects on a wetland system which is of vital importance to the Botany Bay ecosystem and on open space which currently functions as an irreplaceable passive recreation area and wildlife migration corridor. The Rockdale Westland Preservation Society opposes tollway developments in general, whether this style of infrastructure is on the surface or underground. As this proposal shows specifically, motorways in tunnel still have considerable surface impacts at the dive points as well as on air quality.

Ronald Rayner
President
Rockdale Wetlands Preservation Society

11/12/2018

**Report by Dr Phil Gibbs for NSW Fisheries
Pp 82 - 92 in Urban Wildlife: more than meets the eye, edited by Daniel Lunney and Shelley Burgin 2004. Royal Zoological Society of New South Wales, Mosman, NSW.



[redacted]

Name: LINDA NEWLAND

Address:
[redacted]

MONTEREY, NSW
2217

Content:

[redacted]

Director – Infrastructure Projects
Department of Planning and Environment
Application number SS_8931
F6 EXTENSION PRESIDENT AVENUE

Dear Sir
The proposed tunnel at President Avenue is totally unsuitable for the local area. My points being

- It will cause increase of traffic not reduce traffic in the local area
- It will cause major traffic jams along President Avenue to Princes Highway and Grand Parade
- It will cause traffic coming from West Botany Street to come to a halt as traffic will go across blocking West Botany street from President Avenue as it does even now without more traffic using President Avenue
- The Princes Highway cannot cope with extra traffic coming from President Avenue due to schools and 50 speed zone and not enough turning power and lanes to cope
- Motorists will not turn right to go along Grand Parade to the Sutherland Shire as it makes the whole project unstainable
- O'Connell and Tudor Avenue will be impacted and no matter what barriers and slow down /calming methods you will try to use will not stop the traffic as that is the fastest way to go for the Sutherland Shire motorists. On a bad traffic day it can take 10 minutes for locals to come out of our streets to join O'Connell Street – if more traffic is impounded how will be have proper access to getting out of our street
- This project is two big and will provide more sets of lights along President Avenue which will make it a slower congested journey.
- Slower and increased traffic on the local roads will increase the bad quality of air.

- Helping trucks and cars that come off the local roads to use your tunnel – that statement is ambiguous as what roads will they be using to get to this tunnel?

- This will upset the local bird life with extra noise and construction of a very venerable environment
- The fields you propose to upgrade at Brighton Memorial Fields – nice idea but where is the parking facilities
- Where is the emissions coming out of this proposed tunnel – near Brighton School or the playing fields you propose or the wetlands for wild life – not a healthy environment let alone the extra cars and trucks using this proposed tunnel which will encourage more traffic to condense in President Avenue.
- Your ideal project and traffic flow investigation leaves out the most important factor – Human Behavior and believe me I witness it every day. People will block openings to other roads as seen over and over at the M5 junction Marsh Street when you cannot get out of the tunnel due to cars blocking the road trying to get into the tunnel every afternoon this happens. People

block West Botany Street every afternoon stopping traffic entering President Avenue. People cannot turn into Princes Highway every day due to traffic lights that cannot cope and traffic already stopped at several lights making it impossible to join.

- What makes you think this tunnel will help control traffic in this area it will compound the travel time and slow traffic as it will take longer to reach and come out of the tunnel.

Your wonderful booklet showing how nice it will be in the surrounding area due to this tunnel seems like a fairy tale of cycling pathways upgraded sporting fields if you have land left over minimizing impact and environment and it talks of what you have been told by local residents and of the problems that will occur . You have listened but I see no answers - only more fairy tale proposals of things that are already in place like parks and sporting parks and skate boarding facilities.

This project is costly and will be another hazardous road trip for everyone in the local area and serve no time saved by Sutherland Shire residents in the long term. There will be another toll to pay for a small trip that that will cost the taxpayers more to reach a further grind lock at the end of the tunnel both ways towards the city and towards the local area.

Please reconsider this extension and spend our money on up grading existing roads and repairs for a faster cleaner trip. Or public transport to get people offs the roads instead of encouraging people to constantly use roads.

It is time to really think of the future and how it can be better for the environment instead of thinking going underground solves the problems. To get to the underground you have to use the existing roads and sometimes they are not in the correct area to respond to the correct planning.

[redacted]

[redacted]

Content:
This is my submission opposing the F6 extension which will damage my local community.

My first complaint is about the unfiltered exhaust stack to be placed at West Botany Street. This will certainly impact upon the nearby wetlands, the parks across the road where many children play (skatepark) and the local flora and fauna. Although I am about 1km from this stack, any prevailing westerly or southerly winds will blow smog over my area.

My second complaint is in regard to the traffic and pedestrian movement and how the exit/entrance point to the F6 will be situated at President Avenue. Surely the new plan will make traffic gridlock at this point unavoidable? It also restricts amenity to BiCentennial Park by closing down our current walking or bicylce paths.

My third complaint is about the benefit to residents, given that even on the rosiest of estimates, traffic will reduce on the already clogged Grand Parade by no more 10-15%. Importantly, the F6 goes to neither the city, the eastern suburbs or the airport, which are the 3 key destinations of traffic currently using The Grand Parade & General Holmes Drive.

Lastly, the noise, inconvenience and traffic problems created during the construction process far outweighs the final benefits for local users, who then have to pay another toll to use the proposed F6.

Regards
[redacted]



[redacted]

Name: Jim Donovan
Organisation: Action for Public Transport (NSW) Inc (Secretary)
Govt. Agency: No
Email: [redacted]

Address:
[redacted]

Haymarket, NSW
1240

Content:
See attached PDF

[redacted]

Action for Public Transport (N.S.W.) Inc.

APT NSW

P O Box K606
Haymarket NSW 1240
14 December 2018

8931 F6 Extension Stage 1

Submission on Environmental Impact Statement

Action for Public Transport (NSW) is a transport advocacy group active in Sydney since 1974. We promote the interests of beneficiaries of public transport - both of passengers and the wider community. We make this submission on the Stage 1 New M5 Arncliffe to President Avenue Kogarah EIS dated October 2018.

Generally, we are strongly opposed to this project. We think that public transport alternatives should have been considered. We were appalled to read in *The Sydney Morning Herald* an article dated 10 April 2017 entitled "F6 planners told to ignore public transport, build roads, documents show" which reports the existence of a cabinet directive not to consider public transport alternatives to the F6 project. This stage 1 project is part of a larger F6 scheme extending further south. Public transport alternatives which could have been and which should be considered include schemes like:

- Instead of the disruptive conversion of the Sydenham to Bankstown (or thereabouts) railway to metro, construct a new metro southwards from Sydenham, serving areas such as Brighton-le-sands, Ramsgate, Sans Souci, Sylvania, Miranda (interchange station) and Caringbah South.
- Construct a new rail tunnel from about Waterfall to Thirroul, greatly expanding the capacity of the Illawarra line to carry passengers between Sydney, the Illawarra and the Shoalhaven areas.

We should not have to remind the Department of Planning and Environment that public transport expansion in and around Sydney is a prime objective in government transport policies. We point out that public transport expansion schemes such as those two listed above could produce all the claimed benefits of the current project described in EIS section 1.3 (page 1-3).

We note that section 5.1.2, entitled **Alternative 2 - Rail infrastructure improvements** seems dismissive of rail's possibilities and may have been written in response to a directive to preclude public transport alternatives. It includes statements like "Demand for mobility by road travel is forecast to continue to grow" and makes clear that active consideration of public transport development around the region is ten or more years away. Obviously, construction is still further into the future.

We press for this stage and indeed the whole F6 Extension project to be called off in favour of immediate public transport expansion, preferably heavy rail.

Jim Donovan
Secretary
Action for Public Transport (NSW) Inc.





Content:
Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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

OBJECTION

The site for this Project included significant natural systems that NOT suitable for destruction under any circumstance.

I strongly object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will

improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. The F6 extension is purely to feed more toll-paying traffic onto Transurban's WestConnex.

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 ask that this project be refused approval by the Secretary of Planning.

I strongly object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

Already there are families reporting damage caused by WestConnex construction. The RMS `mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers. The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent.

I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time "savings" of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

The project will reduce social and visual amenity due to the concrete pollution stacks will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity with more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed "temporary". Four years of noisy construction cannot be regarded as "temporary".

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

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

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

Yours sincerely,



[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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We need more and better public transport to keep Sydney moving.

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

Declaration:

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

Yours sincerely,

[redacted]



[redacted]

Name: Yvonne Poon
Organisation: BIKEast (Secretary)
Govt. Agency: No
Email: [redacted]

Address:
[redacted]

Bondi Junction, NSW
1355

Content:
See attached pdf letter

[redacted]

BIKEast

Representing the community's interests in getting around on bikes
in Sydney's eastern suburbs
www.bikeast.org.au

F6 Stage 1 Extension

14 December 2018

BIKEast Incorporated
PO Box 1601
BONDI JUNCTION NSW 1355

BIKEast is pleased to have the opportunity to make a submission on the F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah proposal.

We believe that providing safe, continuous, and connected bike routes will encourage more people to ride their bikes more often – an outcome that is consistent with NSW and Local Government strategies to realise the considerable individual and public benefits of increasing the mode share of active travel (walking or cycling).

This active travel corridor is used by many in the St George area to access the Airport, Inner West and Eastern Suburbs areas, and it is important to develop and maintain safe, continuous and improved access.

Great to see high quality cycleway facilities

Thank you for the proposed high-quality cycleway facilities accompanying this project following the Rockdale wetlands corridor.

BIKEast support the details outlined by Bicycle NSW's submissions, including effective lighting for us at all times of the day, protected crossings, and clear signage.

The connections must be off-road, protected, separated, wide enough to cater for future increased mode shift - 3m for cycling and 2m for walking and safe lighting and limited path curvatures.

The infrastructure must be protected and cater for the diversity of path users, including those 16 years and over and the elderly, as well as the younger kids in longer / wider cargo bicycles and/or mounted seats on the back.

Eastern options preferred

The Eastern options A, B, C, D, are preferred due to the ease of connections with the existing active travel routes. The Western option results in further travel and requires more development to connect to the existing routes.

Option A is preferred for an elevated, protected walking and cycling route, as the route is seen to be less impactful to residents living nearby (having people travelling at a raised height near their properties).

Effective North / South connections to the cycling network needed

BIKEast support the detailed submissions from Bicycle NSW.

It is good to see the provision of a safe, access for active travel, however the infrastructure must be connected to the surrounding existing and future active travel plans. The current plans stop abruptly and force users onto the road. It is important that the dedicated bridge continue onto off-road, safe, protected infrastructure, rather than forcing users directly onto the road into traffic.

The Northern end of the dedicated cycling and pedestrian bridge currently finishing at Kings Rd, must be extended through the green grid to connect with the Muddy Creek dedicated active travel corridor currently being planned by Bayside Council. Planning should incorporate a facility along Bay St to access the Brighton-Le-Sands local town centre.

The Southern end of the dedicated bridge currently ending around Banks St, must be extended to connect to existing active transport corridors, at a minimum, to Barton St.

Effective East / West active travel connections needed

Effective East / West connections of the President Avenue dedicated bridge must be incorporated into the design, to support the significant and increasing density of the Kogarah Health and Education Collaboration Centre to facilitate employee travel, as well as recreational travel to Brighton-Le-Sands, Monterey and the existing shared path infrastructure along the coastline.

Support for returning local streets to low traffic volumes

We support returning the local town centres around General Holmes Drive and The Grand Parade to low traffic volume to facilitate the safety of people of all ages and abilities moving around these local suburbs.

This aligns with BIKEast's ongoing project Safe-Street Neighbourhoods. The focus is to improve neighbourhood streets in ways that slows traffic and complements cycling networks under local bike plans and strategies. The initiative uses an urban design-based approach to foster redesign of streets, help tame the behaviour of motorists and riders and make local streets safe for everyone to use and enjoy. It also promotes increased access for local businesses and service providers. Key ideas include:

- make all vulnerable users safe by introducing 30km/h speed zoning
- primarily serve residential needs while maintaining essential vehicular access
- further improve amenity through adaptations that serve people's use and enjoyment
- make every street a cycle street, for a connected neighbourhood and city.

Walking and cycling access must be retained during construction

For any impacted walking and cycling access during construction, a "like for like" replacement must be provided. Safe access includes avoidance of long and convoluted detours and/or closures that force people from safe, dedicated walking / cycling infrastructure into heavy motor traffic.

We encourage you to liaise closely with Bayside Council Transport Planning, Bicycle NSW and the local cycling groups (St George BUG) when designing the Traffic Management Plans.

Conclusion

We thank NSW Government Planning & Environment for this initiative which incorporates a high-quality active travel corridor. We look forward to the benefits of improving safety as well as connect active travel routes in this area and look forward to more connections in the future.

Yours sincerely,

Yvonne Poon
BIKEast Secretary
Bayside Advocacy Coordinator

[redacted]

Name: Beth Salt
Organisation: Georges Riverkeeper (Program Manager)
Govt. Agency: No
Email: [redacted]

Address:
[redacted]

Hurstville, NSW
2220

Content:
Please find our submission attached.

[redacted]

Georges Riverkeeper
PO Box 205 HURSTVILLE BC NSW 1481
P: 0439 629 698
E: georges.riverkeeper@gmail.com
W: georgesriver.org.au

14 December, 2018

To whom it may concern,

RE: Georges Riverkeeper Submission – Environmental Impact Statement Exhibition for F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah

Thank you for the opportunity to respond to the NSW Roads and Maritime Services Project F6 Extension Stage 1 from the New M5 Motorway at Arncliffe to President Avenue at Kogarah. Georges Riverkeeper would like to provide this submission in response to the public exhibition of the Environmental Impact Statement for Stage 1 for the F6 Extension Project.

Georges Riverkeeper, originally formed in 1979 by councils with a collective responsibility for the health of the Georges River to work together to improve its environmental condition and ongoing management. Bayside, Campbelltown City, City of Canterbury Bankstown, Fairfield City, Georges River, and Liverpool City Councils, and Sutherland Shire and Wollondilly Shire Councils are members of Georges Riverkeeper. The aspirational goal that drives Georges Riverkeeper is to be best environmental practice for a liveable urban river.

Firstly, a 35 day period of interested bodies to read, comprehend and respond to the Environmental Impact Statement is impossible. There is too much information for any submission to be comprehensive, therefore Georges Riverkeeper recommend to for the upcoming Stages, a longer period be given to review the Environmental Impact Statement and possibly a different submission process that can allow dialogue between RMS and interested parties who all want to best outcome.

Although Stage 1 is outside of the Georges River catchment, the proposed works will still have an effect on our catchment through stormwater management and any effects to the Scarborough Ponds area adjacent to President Avenue. The majority of the proposed extension for the F6, beyond Stage 1, will be in the Georges River catchment, therefore we have a vested interested that the process to protect the environment. More specifically we want to protect the Georges River throughout the construction works and into the future land uses within the catchment, to ensure proposed works does not have a negative effect on the river, but a positive effect in order to achieve a liveable urban river.

Georges Riverkeeper have included five main recommendations, which is not exhaustive considered the limited timeframe for the review.

Stormwater

Ninety-five percent of the contaminant load into the river comes from stormwater. While trying to achieve a liveable urban river, stormwater is a major problem that must be addressed. Stormwater can be a resource and provides the opportunity to achieve multiple benefits in the proposed placemaking strategy and will help to achieve two of the four project objectives ('City shaping' and 'Community and Environment'). Capturing, treating, and reusing stormwater to water the adjacent sports fields is an ideal way for the construction of the motorway to have a positive effect on the surrounding environment and create resilience within this area by saving a large amount of drinking water. In addition to stormwater reuse, the other benefits that can be achieved include utilising water and stormwater in placemaking, reducing the risk of flooding, counter-balancing the heat island effect and increased stormwater that will be created by the addition of impervious surfaces for the motorway, and treating stormwater before it is released into the rivers and bay. The reinstatement of the Rockdale Bicentennial Park following construction would be a great opportunity to include this recommendation.

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Recommendation 1: Utilise stormwater as a resource in reuse on adjacent sporting fields to enhance the placemaking strategy and to reduce the effects of urbanisation on the environment, river and the residents in the area.

Biodiversity

The Environment Impact Statement states that the biodiversity affected by the project includes:

- Removal of around 1.24 ha of native vegetation including two threatened ecological communities listed under the BCA 2016;
- Loss of around 4.45 ha of potential foraging habitat for the grey-headed flying fox, however, no roosting sites or camps occur within the study area; and
- Indirect impacts on the green and golden bell frog related to light, noise, dust and vibration arising from the continued use of the construction site of Arncliffe for an additional four years.

Georges Riverkeeper is particularly interested in the impacts on the Bicentennial Parkland and Ponds and Patmore Swamp as they would have a direct impact on the biodiversity of the area and the water quality of the downstream waterways. We support Bayside Councils request for a Wetland Environmental Management and Maintenance Plan to be developed for this project and should include at a minimum:

- Protection of threatened species and endangered ecological communities
- Protection of other native vegetation communities, and flora and fauna
- Protection of terrestrial and aquatic habitat
- Protection of migratory species
- Inter-relationships between the motorway and the surrounding natural area
- Impact of development on ecological significance of the area
- Measures to reduce adverse environmental impact
- Management of pest species (plant and animal) during and post construction

Recommendation 2: In consultation with Bayside Council and Georges Riverkeeper, RMS develop a Wetland Environmental Management and Maintenance Plan for the construction phase of this project and for the first five years once Stage 1 has been implemented. A Wetland Environmental Management and Maintenance Plan should also be developed for all Stages of the F6 extension where relevant.

Water Quality

There are many opportunities for negative impacts on water quality during the F6 Extension Stage 1, including: sediment run off during construction, increasing or changing the area of impervious surface during and post construction, and untreated stormwater entering the waterways. All of these seem to be in direct contrast to the placemaking strategy, as no one wants dirty waterways in their nice places. Erosion and sediment control measures must be in place and demonstrated to be operating properly through pre, during and post construction water quality monitoring.

Recommendation 3: Develop, implement and enforce an Erosion and Sediment Control Plan, in accordance with the State government guidelines entitled Managing Urban Stormwater: Soils and Construction, during the construction phase.

Recommendation 4: Develop a Water Quality Monitoring Plan in consultation with Bayside Council and Georges Riverkeeper to undertake pre, during and post construction monitoring of local waterways to measure any effect the construction has on the local environment and detail the likely impacts of the

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development on the water quality during and after construction. This information should be supplied to Georges Riverkeeper on a six monthly basis.

Recommendation 5: RMS to develop an Emergency Management Plan detailing the response to any soil and chemical spillage incident.

Georges Riverkeeper would also like to support Bayside Council's request to expedite the commencement of the Stakeholder Liaison Group to identify ways to reduce the impact of losing open space and finding new spaces to replace the ones that will be lost by the proposed motorway.

Again, thank you for this opportunity to comment. Please do not hesitate to contact me on 0439 629 698 or bsalt@georgesriver.nsw.gov.au should you require further explanation on any of the points within this submission.

Yours truly,



Beth Salt

Program Manager, Georges Riverkeeper

[redacted]

[redacted]

Content:
Please find attached

[redacted]

Attention Director
Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

I strongly object to the F6 Extension.

The WestConnex and F6 Extension project is not in the Public's best interest. We will all pay dearly in terms of higher traffic impacts, poorer air quality, expensive tolls, and state and federal taxes having been diverted from public transport and other, more worthy causes. WestConnex fails everyone, including drivers, our economy, our livability, our mobility, community health and the urban and natural environment.

The weaknesses of the proposal have been amplified through poor project governance.

The strategic justification for WestConnex and the F6 Extension is weak and inconsistent with the NSW Governments strategic planning and policy framework.

WestConnex, if completed, will be Australia's largest ever motorway and toll-road project. It is reasonable for the Public to be very concerned that the cost of this project continues to spiral and project delays are impacting communities far longer than projected. WestConnex and the F6 Extension represents a significant opportunity cost. This level of investment could deliver other projects of significant economic and social value to the state which could benefit a greater number of people and businesses.

There has been **no** compelling case for WestConnex and the F6 Extension to be built.

It's reasonable for residents along the proposed F6 Extension route to be very concerned about the impacts this toll-road construction and operation will have on our communities given the strident testimonies of objection by experts, councils, residents and advocacy groups following the testimonies presented at the recent Parliamentary Inquiry into WestConnex. It's no coincidence that the due date for submissions of 14 December precedes the release of the Inquiry outcomes on 17 December 2018.

More than 500 submissions for the October 2018 NSW parliamentary inquiry into WestConnex were overwhelmingly negative towards the 33-kilometre motorway, described as the nation's largest infrastructure project. [1]

[1] https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2497#tab-submissions

Most of these submissions were very detailed, supported by evidence. These testimonies contrasted starkly with the weak and superficial testimonies provided by the proponent – RMS, SMC and WestConnex.

I am concerned that WestConnex and its tentacles is nothing more than a revenue raising exercise for private interests. I am concerned for my children and future grandchildren that this project will entrench chronic car dependence for two generations.

We had a choice. We could have gone down the path of modern innovative cities where inner city motorways have been torn down, replaced by public space and active and public transport. Instead we went the route of Los Angeles, a city that coined the term 'gridlock' [2]

The way we live is shaped by our infrastructure — the public spaces, building codes, and utilities that serve a city or region. It can act as the foundation for thriving communities, but it can also establish unhealthy patterns when designed poorly.[3]

People choose to drive despite its costs because they lack reasonable alternatives. Unfortunately, this isn't an accident of history. Our transportation system has been overly focused on automobile traffic flow as its metric of success. This single-minded focus has come at the cost of infrastructure that supports alternative ways to travel. Traffic flow should, instead, be one goal out of many. Communities would be far healthier if our infrastructure actively encouraged walking, cycling, and other forms of transportation rather than subsidizing driving and ignoring alternatives.



[2] https://losangeles.cbslocal.com/2018/02/06/la-most-gridlock-world/
[3] https://www.strongtowns.org/journal/2018/7/2/we-should-be-building-cities-for-people-not-cars

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.

The approach to the F6 is an overemphasis on LOS. We justify expensive, overbuilt streets that are dangerously inhospitable to people—just so folks who use the least efficient form of transportation (single-occupancy cars) won't be inconvenienced during peak travel times. In doing so, we ignore the many variables that influence the transportation system as a whole: land use and zoning, pedestrian comfort, bike safety, viable transit, trip generation, etc.

The EIS focus' on travel time savings but omits health and related impacts. It ignores the required mix of transport options that are known to have a positive impact on community wellbeing.

When you see hundreds of cars, but only a handful of people walking or biking, that's your clue that the street is an F. Conversely, when the streets and sidewalks are brimming with cyclists and pedestrians, you're doing something right. It's obviously comfortable and useful to people who would like to travel without an automotive exoskeleton.

It is disingenuous to claim in the EIS that given the current usage of car travel justifies the "need" for WestConnex and the F6 Extension.

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment. Some negative impacts include: • Environmental (such as urban sprawl, smog and air pollution) • Economic (from providing urban infrastructure across a more dispersed geographical area) and • Social (including isolation, economic stratification of areas and reduced access to public services).

Not everyone can use a public transport service for all their trips. But getting an increased percentage of trips onto public transport has benefits for the whole community. Reducing our car dependency is a cornerstone of most modern planning objectives. Improved health, reduced stress and less wasted time are benefits that most people can get from reduced car dependency.

NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-

modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

Despite the F6 EIS claims, its "not all in tunnels". Significant damage occurs when the toll-road emerges to the surface with a need to make massive changes to our local roads – widening, more clearways, removed pedestrian crossings, more traffic. The loss of parks and unfiltered exhaust stacks poisoning our lungs.

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George and Sutherland, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension

It's well known that Transurban are aggressive negotiators. The Public will never be informed of the cosy deals of their acquisition of 51% of WestConnex. We can expect that 'no compete' and / or 'minimum revenue' clauses have been built in which in effect will stymie investment in public transport until 2060.

The EIS strategic context and project need states that:

- Traffic congestion reduces capacity for freight vehicles to move from and to the gateways of Sydney Airport, Port Botany and Port Kembla.
- By 2036 population of the South District will grow by 204,000 and the Eastern City District by 325,000. With over 50% of journeys by car there will be continued growth in traffic on Sydney's roads.
- Future trends anticipate increasing use of public transport, however, there will be a continuing need to make provision for growth in commercial and freight travel to reduce congestion.

The proponent ignores the following facts:

Freight

Dealing with freight by road in Sydney has long been a tricky problem.

Problem: Port freight container volume (TUE units) is predicted to triple from 2.5 million units (2018) to 7.0 million by the year 2040. It is forecast that approximately 80% of that container freight will be serviced by the road network.

It was poor judgement of the Baird Government to privatise Port Botany in 2013. The deal included a no compete clause that the ACCC has alleged is uncompetitive and illegal.

Newcastle Port is therefore prohibited to expand capacity, otherwise a penalty must be paid to Port Botany. Newcastle Port estimates that by failing to expand freight in that region has deprived Sydney residents of the opportunity to get 750,000 trucks off our roads.

Asciano [4]announced their plan back in 2015 to expand the Southern freight line at a cost of $100 million. At full capacity, moving freight from Port Botany by rail from Chullora could take up to 100,000 truck journeys off roads every year, according to Asciano chief executive John Mullen. This plan appears to be scuttled due to the Southern Gateway, as the freight line needs to be moved. Again, Sydney residents have been deprived of a further opportunity to get freight off our roads.

Instead, the solution adopted was an outdated concept of the WestConnex motorway, for which plans were hatched in 2012. The stated objective was to "get freight off local roads", yet such a strategy induces more road use.

Trucks cause around 20% of all road fatalities in Australia even though they make up only 2.5% of the vehicles on the road. The number of people injured in such accidents continues to rise. In 2008–09, the latest year for which injury data is available, 1536 people were hospitalised after accidents with trucks. Accident victims classified as suffering a "high threat to life" totalled 551 in 2008–09, an increase of 18% in eight years, according to a 2014 BITRE report.

BITRE predicts a further 50% rise in the number of trucks on our roads over the next 15 years. Despite the urgent need for policy action, the wheels of government are turning away from practical measures to make it safer for the commuting public.

On 11 December 2018 yet another horrific truck accident, this time on Botany Road in the densely populated suburb of Green Square. One woman lost her life and five injured.[5]

I consider this 'planning' to get freight off our roads is very poor. It is not a standard I find acceptable from our NSW Government and our public servants. I have lost all faith that our politicians are planning our infrastructure, with our public funds, for our benefit.

To get freight of Sydney's local roads requires the expansion of our regional ports and to push more freight onto rail with the expansion of our freight rail network. We further need

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[4] http://www.smh.com.au/business/asciano-spends-100m-on-expanding-sydney-freight-hub-network-20151008-gk44qp.html#ixzz3oFxu8ITj

[5] https://www.news.com.au/national/nsw-act/news/pedestrian-killed-and-others-injured-in-horror-crash-in-alexandria/news-story/427279394163228290b6ea25147edf8b

to separate freight from passenger rail in key corridors such as the Illawarra and Newcastle lines.

WestConnex and the F6 extension will not achieve this.

Although I do not agree with Bayside Council's support of the F6 in their submission, they have made some salient points:

- that the northern connection (Marsh St) should include access roads that enable direct Port Botany (Foreshore Rd) access. The EIS does not include these access roads
- [The] impact to the community and strategic value of the Brighton-Le-Sands town centre [is reduced] if Grand Parade remains a main freight route
- The Sydney Gateway project (adjacent RMS motorway project) has detailed Airport access only from the St Peters Interchange, with no direct connections that would otherwise provide Port Botany freight to otherwise access the F6 and bypass Brighton-Le-Sands.
- In the absence of a direct motorway connection, General Holmes Drive and the local town centre of Brighton-Le-Sands will continue to be burdened by the movement of south-bound freight traffic volume into the future.
- Brighton-Le-Sands is a local, regional and international destination in its own right and the attractiveness of the option of downgrading of General Holmes Drive away from a freight passage route (movement corridor) to that functioning as destination (place) should be acknowledged by the RMS as part of this project.

The F6 Extension is focussed only on improving access to push more traffic onto Transurban's WestConnex toll-road. It shows that at the heart of the proposal there is an agenda to only build a new motorway and to shape all justification around this, rather than authentically considering and analysing true alternatives.

This demonstrates the cynical way in which the Proponent and Government is trying to push this toll road project onto a community that clearly does not agree with the need for it, or with the approach being taken by the Government.

Changing Travel Patterns

It is stated in the EIS (V1a) that travel patterns are changing, with the usage of public transport increasing greater than population growth. The trend of a modern commuting population is that driving is declining, particularly for under 30's replaced by public transport and ride share as key travel modes. It's no coincidence that the use of public transport is greater in LGA's where connected and frequent options are available, compared

to LGA's with high car use where public transport has a poor service of frequency, lower levels of access and longer travel times.

How can the EIS then claim that "people prefer to drive", when for most, there is no choice.

I have one child that has no interest in driving, which is typical of her age group demonstrating a delay in obtaining a license. A car is no longer the great symbol of freedom for young people. The number of millennials driving has plummeted in the last 10 years.[6]

Some 67 per cent of millennials who participated in Roy Morgan Research's 2016 car industry survey are driving, down from 72.5 per cent of the same age group in 2006. Almost one in five millennials' have the Uber app on their phone or tablet, and two thirds of those had used the service in the past month.

Of the 200,000 Australians who use car sharing services like Go-Get and Flexi- car, almost half are millennials, compared with only 20,000 Baby Boomers.

Consumer services innovator Scott Browning, the chief executive of mobile start-up Quickar and former marketing director at JB Hi-Fi, says fewer people will own and drive a car in the future, because there won't be a need.

Attitudes towards cars have changed, with technology and the internet changing the way people connect with family, friends and work. Connection and mobility have very little to do with cars anymore. Cars are just appliances.

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Intergenerational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950s, already outdated and represents a significant waste of public funds.

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[6] https://www.news.com.au/finance/economy/australian-economy/cars-no-more-a-symbol-of-freedom-for-young/news-story/0e122c69d7a175fbef1e14618606790e

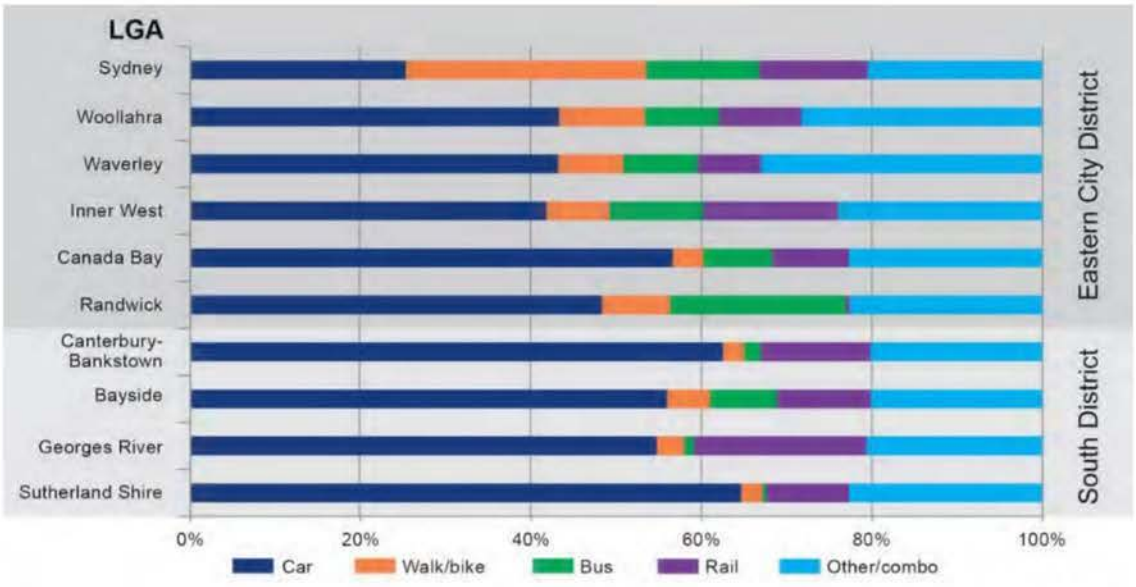


Figure 4-2 Sydney Travel to work data (2016)

WestConnex and the F6 Extension represents a lost opportunity for two generations to invest in the public transport system our city desperately needs.

We hear the Government spruke of the public transport systems they have on the table – all mired with deep controversy.

The light rail could have been great. The public can forgive cost overruns and delays. The public can forgive inconvenience if at the end the infrastructure is for the public benefit. But the light rail involved the destruction of a beautiful avenue of historic Anzac trees – destroyed not for light rail, but so that the light rail could move across Alison Road (Randwick), freeing up Crown Land for the racecourse to build a private hotel. Nine hectares of tree cover gone. Further, it placed a heavy financial burden on small businesses across the route. Instead of being built in sections, as promised, the entire route was ripped up. For years. It's sending many families financially and mentally to the wall.

Metro is good too. But instead of indulging TfNSW fetish with new metro, we are replacing two existing rail lines putting tens thousands of commuters onto the road. This is nothing but pure and simple intense property development without the need to spend much on upgrading social infrastructure.

We spend $2 billion on new rolling stock from South Korea, but TfNSW didn't factor in that these trains are 20 cm wider than current trains. It takes a special type of incompetence to buy trains too wide to fit our tunnels. It bothers me that we are not buying Australian made goods, since "jobs and growth" was a key political slogan.

Leaked documents dated September 26, 2016 and headed "Failure in Critical Options Analysis" [7] says the decision not to benchmark the cost of the toll road against the cost of rail solutions "represents a serious and significant shortcoming of the F6 Extension Business Case". The memo prepared within TfNSW says a new rail tunnel and freight line could cut the time taken for commuters to travel from Wollongong to Central from 90 minutes to about 60 minutes for as much as $10 billion less than the cost of the toll road.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents already, and is expected to continue, I therefore object to the F6 extension.

WestConnex does not repair the homes they have damaged. I don't want that happening to my home. The stress I see these people under as I watch them on TV or in the newspaper. The damage that I can see. To me it's a David vs Goliath, where an ordinary family has no hope against government bureaucracy. In all the reports I read, it seems a common theme. The RMS cause the damage. They deny they damaged the house. They demand the homeowner proves it. They deny access to documents the homeowner needs to prove it. Why isn't NSW Planning doing something about it? Why are WestConnex and RMS allowed to get away with such awful behaviour to ordinary families?

I object to this massive waste of our public funds. We can never provide enough road capacity to cater for the huge latent demand for car travel in a highly populated and fast-growing city. Investing in urban road expansion to 'fix congestion' is essentially a huge waste and based on unsound economic reasoning. We need more and better public transport alternatives, which will also benefit those that need to drive.

I ask the Department of Planning to deny approval for the F6 Extension. The South needs more and better public transport.

[7] https://www.smh.com.au/national/nsw/f6-planners-told-to-ignore-public-transport-build-roads-documents-show-20170407-gvgbon.html

[redacted]

Name: F6 Action Company
Organisation: F6 Action (Member)
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Marrickville, NSW
2204

Content:
Submission attached

[redacted]

F6 ACTION

COMMUNITIES AGAINST THE F6 EXTENSION

F6 Extension Stage 1 Application number SSI 17_8931





Attention Director
Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

14 December 2018

This document contains the formal submission made by the F6 Action.

F6 Action is a community group made up of residents from across the F6 stage 1 route between Arncliffe and Kogarah. We are not affiliated with any political party.

This submission is an OBJECTION to the entire WestConnex proposal (WestConnex), including the unapproved F6 Extension Stage 1 (Project) the subject of the Environmental Impact Statement (EIS). Any statements in this submission which refer to amelioration of predicted impacts should not be interpreted as endorsement or support for any aspect of the Project. It is F6 Action's position that the impacts of the Project are unacceptable and cannot be managed in such a manner that is acceptable. For the reasons set out in this submission, we do not believe that the EIS meets the Secretary's Environmental Assessment Requirements (SEARS) and therefore no part of the EIS should be approved.

For enquiries relating to this submission, please contact us at:

F6 Action
F6Action@gmail.com



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1. Introduction

The strategic justification for the F6 Extension (as well as the entire WestConnex) is weak and inconsistent with the NSW Governments strategic planning and policy framework.

WestConnex, if completed, will be Australia's largest ever motorway and toll-road project. It is reasonable for the Public to be very concerned that the cost of this project continues to spiral and project delays are impacting communities far longer than projected. WestConnex and the F6 Extension represents a significant opportunity cost. This level of investment could deliver other projects of significant economic and social value to the state which could benefit a greater number of people and businesses.

There has been **no** compelling case for WestConnex and the F6 Extension to be built.

The decision to build a toll-road was a political decision. The 'Captains Call' by the former Prime Minister Tony Abbott to build only road's was decided, ignoring the alternate options from an expert analysis of Sydney's congestion problems. Decades of world experience finds that building motorways through an inner city does not solve congestion.

Cities, like Paris[1], Madrid [2], Portland[3] and Seoul [4] have been active in the removal of motorways for decades, returning the space for public use and focusing on mobility and urban livability via public transport investment.

In the heyday of freeway building in the 1950s, the well-known architect and urbanist Lewis Mumford warned that trying to cure traffic congestion with more road capacity was like trying to cure obesity by loosening your belt. The result of too much belt-loosening can be seen throughout the USA, where 'suburban gridlock' is endemic. With each new road we have imported more of this problem; we should avoid making it any worse.

[1] https://www.citylab.com/transportation/2017/04/fixing-a-fractured-paris/521967/

[2] https://www.gizmodo.com.au/2014/03/6-freeway-demolitions-that-changed-their-cities-forever/

[3] https://www.businessinsider.com.au/highway-closing-city-transformation-2018-5?r=US&IR=T

[4] https://www.theguardian.com/world/2014/mar/13/seoul-south-korea-expressway-demolished



"Congestion, it turns out, is an inevitable consequence when the private sector produces an unlimited number of vehicles and expects the public sector to spend limited resources to build an unlimited amount of space for them to run on." [5]
---Gordon Price, Transport Planner and former City Councillor, Vancouver

The Public deserves to know why Sydney and our politicians are completely out of step with global modern transport planning.

The weaknesses of the proposal have been amplified through poor project governance.

We strongly urge the Department of Planning & Environment to not approve the F6 Extension as it is not in the best interests for Sydney, nor the travelling public from the south.

It is concerning that the project is being released in sections, in an effort to avoid the scrutiny of the huge social, environment and financial risks that NSW is exposed.

We consider the inadequacy of the F6 Extension is so profound that we do not consider that it can be used as the basis for a Ministerial determination to approve the project.

In short, F6 Action strongly rejects motorway investment of this scale, in this century, and that public transport, such as rail infrastructure (light, heavy, freight) is better able to keep this city livable and functional if we wish to maintain a 'global' economic status based on population and investment growth.

2. Lack of Transparency

The very short time period has not been sufficient to address technical issues in this EIS. This is in itself a corruption of the democratic process to deny the public the opportunity to assess over 4,500-page EIS in the period leading to Christmas.

The fact that the timeframe granted to this project is longer than the statutory 30-day requirement is irrelevant given the size, scope, and socio-economic cost of this project.

[5] https://ptua.org.au/myths1/congestion.shtml



This is inadequate time for submissions and findings of EIS to be considered, summarised and incorporated. Even with our network of experts and actively involved individuals, F6 Action found it difficult to compile this response in the allotted time. We cannot believe that ordinary residents, especially those compiling submissions on their own, would have been able to manage this process effectively in the time allowed.

If the Government is serious about community consultation this would have been extended to 90 days. There was no genuine community consultation for the F6. Information sessions that were staffed by poorly informed consultants might "tick the box" but it does not amount to community consultation.

F6 Action objects to the F6 Extension as it is focussed only on improving motorway access, showing that at the heart of the proposal there is an agenda to only build a new motorway and to shape all justification around this, rather than authentically considering and analysing true alternatives. This demonstrates the cynical way in which the Proponent and Government is trying to push this toll road project onto a community that clearly does not agree with the need for it, or with the approach being taken by the Government.

3. Parliamentary Inquiry into the impacts of WestConnex.

It's reasonable for residents along the proposed F6 Extension route to be very concerned about the impacts this toll-road construction and operation will have on our communities given the strident testimonies of objection by experts, councils, residents and advocacy groups.

More than 500 submissions for the October 2018 NSW parliamentary inquiry into WestConnex were overwhelmingly negative towards the 33-kilometre motorway, plus extensions, described as the nation's largest infrastructure project. [6]

The impact of WestConnex on health was one of the most consistent themes in submissions. Around three-quarters referred to "health". About half of these did so explicitly and the other half identified a health concern but without using the word. [7]

[6] https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2497#tab-submissions
[7] https://theconversation.com/health-impacts-and-murky-decision-making-feed-public-distrust-of-projects-like-westconnex-106996



Residents impacted by the F6 Extension are likewise concerned being a key feature of discussion at our community meetings.

The majority focused on air quality. Many were concerned about children's health [8]– relating to both the proximity of schools to WestConnex works and the loss of green space and its impacts on physical activity. Submissions also raised issues of noise, traffic accidents, stress, reduced physical activity, sleep disturbance and odour, often in quite disturbing detail.

Crucially, many submissions showed evidence of independent health research – for example, on the difference between filtered and unfiltered stacks. They called for health outcomes to be measured and publicly accessible.

Submissions also showed evidence of disenfranchisement from the planning process. Specific concerns included:

- lack of comparison with costs and benefits of alternative transport infrastructure
- failure to consider the full range of health impacts
- overestimation of benefits relating to demand and travel time savings.

In its 100-page submission to the inquiry, the Inner West Council reiterated its "strong opposition" and "multitude of serious concerns" over the project, while voicing its preference for alternative transport options. "There has been no accounting of the significant health and other costs imposed on communities, and the equity impacts of tolls ... Council would prefer that no part of the project had been planned or constructed."

The City of Sydney said the development would boost congestion, reduce air quality and swallow green space, arguing it was "a destructive project that should be scrapped". Clover Moore's council said in its submission there had been "a shocking lack of due diligence and rigour associated with this massive investment of public funds".

Strathfield Council requested the inquiry address a slew of ongoing environmental concerns ranging from noise levels and air quality to overshadowing.

[8] https://www.theleader.com.au/story/3657502/pollution-concerns-raised-over-westconnex-plans/



The Public Health Association of Australia was worried the project's cost benefit analysis "failed to adequately consider the wide range of health impacts that such a massive road project brings".

The Parliamentary Inquiry into the Impacts of WestConnex of October 2018 revealed a huge amount of evidence submitted on the damage that WestConnex has done to the social and physical fabric of Sydney over the last five years while these events have been played out. The costs of this planning fiasco will be borne by the travelling public, individual families and home owners/occupiers, and the broader community, to the profit of a small set of private corporations and their senior management. These events raise serious questions about the independence of NSW Planning, which seems to have been reduced to a rubber-stamping exercise in the face of chaotic and inadequate transport planning.

Have private interests overwhelmed public policy formation to the point where there are no longer sufficient public resources or will to protect the public interest against those parties that stand to profit from decisions? Relevant to this is the movement of key individuals between private and public-sector roles without sufficient safeguards to avoid fundamental conflicts of interest. This raises serious probity and protection of public interest issues. Christopher Swann and Jason De Souza provide examples of this perceived conflict, but there are plenty of others, including the secondment of quite senior Sydney Motorway Corporation staff from external consultancies to whom they remain accountable and which stand to profit from WestConnex contracts.

What are the reasons for the secrecy and lack of basic transparency that bedevil this project? Key planning documents are confused and contained inaccurate statements, which raises the question of whether the formal public planning process was reduced to a set of procedures and paper trails while the real decisions had already been made behind the scenes. After the WestConnex Delivery Authority was turned into the private Sydney Motorway Corporation, the important public accountability measure of the publication of contracts was removed. [9]

F6 Action rejects a 'transport plan' that failed to follow due process and project governance.

[9] https://www.parliament.nsw.gov.au/lcdocs/submissions/62198/0469%20Ms%20Wendy%20Bacon.pdf



4. Summary of objections

1. The EIS does not comply with the Secretary Environmental Assessment Requirements (SEARS).
2. There are major issues with the Traffic and Transport Assessment. There is insufficient information about the modelling inputs, assumptions and methodology for the forecasts to be independently verified. There is no sensitivity analysis of key assumptions.
3. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.
4. The project does not meet its own stated objectives.
5. Many of the project objectives, such as congestion relief, could be met through better management of demand on the existing road network, e.g., through reform of road pricing. The corridor already has an extensive and high capacity road network; there is just too much demand at present for it to operate effectively. Adding more capacity will not lessen this demand; it will only serve to increase it.
6. The project makes little sense from a transport planning and policy perspective. The role of motorways is to allow traffic to circumvent densely populated areas. For radial transport into and out of urban centres, mass transit is more efficient and economical, and has less impact on the human population.
7. The project is not in the public interest. The population will pay dearly in terms of higher traffic impacts, poorer air quality, and state and federal taxes being diverted from public transport and other worthier causes.
8. The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).



5. Failure to meet the stated project objectives

F6 Action objects to the F6 Extension.

The stated objectives for the project were contrived to fit the project *after* it had already been announced. In a **democratic strategic planning process**, objectives are **set first based on the needs and desires of the community**, and then **alternative projects/policies are appraised against their ability to meet those objectives.**

The F6 Extension stated objectives have no associated targets by which their achievement can be ever be determined. For example, how can it ever be determined if the objective to "maintain regional air quality" has been met?

Objectives/targets need to be:

1. Specific
2. Measurable
3. Achievable
4. Relevant
5. Time-bound

Even though the objectives of the F6 Extension have been contrived to fit the project, the **project still does not meet them**.

What are the project objectives?

The objectives of the project are detailed in the figure below.

Transport
Improve travel times and reliability for all road users traveling between southern Sydney and strategic centres in Greater Sydney

Productivity
Support future growth and productivity of southern Sydney by improving city-wide connectivity

City Shaping
Supports opportunities for improvements in urban amenity and place making along corridors that perform a key place function

Community and Environment
Minimises adverse impacts on the environment and the community during construction and operation



Each objective below is accompanied by an explanation of why the project does **NOT** meet that objective.

1. **Transport – Improve travel times and reliability for road users travelling between Southern Sydney and strategic centres in Greater Sydney while supporting faster and more reliable times for local bus customers and road users in Southern Sydney.**

- There is already an extensive and high–capacity road and motorway network linking Sydney's international gateways (Sydney Airport and Port Botany), Western Sydney and places of business across the city. The operation of this network could be improved significantly with demand management such as road pricing reform. There is no need for costly and destructive new motorways.
- The most efficient and economical way to link large trip generators is with mass transit. A single motorway lane can transport only 2700 passengers per hour, under ideal conditions. A single railway line can transport 24,000 passengers per hour.
- According to the EIS, existing bus travel times are expected to be the same or deteriorate.
- The travel speed of roads is dependent on the quality and availability of nearby public transport. (refer Mogridge Principle [10])

2. **Productivity - Support the future growth and productivity of Southern Sydney by improving connectivity between these regions and strategic centres in Greater Sydney**
    - This objective could be more easily and more economically achieved by improving the operation of the existing road network with demand management, e.g., road pricing reform.
    - This objective would be better achieved by providing alternatives to driving. Sydney's public transport network has been neglected for decades, resulting in the situation where the diverse travel needs of a 21st century city has not been met. [11]
    - It has to be questioned whether a highly populated inner-city area is the optimal location for some commercial and freight generating land uses.

[10] https://www.jstor.org/stable/20052890?seq=1#page_scan_tab_contents
[11] https://www.abc.net.au/news/2018-01-11/sydney-rail-chaos-public-transport-nsw-subway-metro/9319908

- Innovative cities no longer build motorways in their inner city. They focus on more efficient public transport.

3. **City Shaping - Provide opportunity for improvements to urban amenity and place making by reducing through traffic along corridors that perform a key place function**
   - A key aim for WestConnex was to revitalise Parramatta Rd. [12]With the re-introduction of tolls on the M4 West, traffic on this section is worse than ever. We expect the same impact from the F6 along Princess Hwy and Grand Parade and surrounding streets.
   - Modern urban design now focusses on removing the need to drive by enhancing public transport. [13]
   - A better objective would be to give as many people as possible a reasonable alternative to sitting in traffic. How many people would really prefer to spend hours each week crawling along a dark tunnel inhaling truck fumes, than sitting in a modern train that takes them swiftly to their destination, where they can use the time to relax, read, work etc.
   - Public transport is a key element to attracting business to relocate where people live.
   - As travel speeds increase, so do travel distances, i.e., increasing the speed of the road network encourages urban sprawl. Perversely, this sprawl has the effect of reducing the population's accessibility to employment, education and services, and increasing transport costs (because people have to travel longer distances.

4. **Community and Environment - Minimises adverse impacts on the environment and the community during construction and operation**
   - Traffic volumes on surface roads will increase, resulting in increased noise pollution.
   - The emissions from the exhaust stacks and tunnel portals will not be filtered.

[12] https://www.smh.com.au/national/nsw/parramatta-road-traffic-will-increase-under-westconnex-study-shows-20150427-1mueqm.html
[13] https://future.transport.nsw.gov.au/plans/future-transport-strategy/a-vision-for-transport

- Local air quality near the project is already poor, with air toxin levels regularly exceeding standards. Even when they do not exceed standards, they still cause health problems. There is no safe level of air pollution.
- The project will result in poorer local air quality. The air quality modelling in the EIS is worthless because it is based on flawed traffic modelling.
- The in-tunnel air quality will be poorer than that for surface roads. People using the tunnels on a regular basis will have a higher risk of lung cancer, asthma, heart disease and other diseases. The health of children being driven through the tunnels is a particular concern.
- The project will reduce social and visual amenity.
    - The concrete interchanges and pollution stacks will be visually obtrusive.
    - The increased traffic volumes on surface roads will result in lower amenity (more noise pollution, more fear and intimation, increased crash risk etc.).

- The increase in petrochemical exhaust emissions from the tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.
- Traffic volumes on surface roads will increase, resulting in increased noise pollution
- The project will cause irreversible biodiversity loss.
- The project will contribute to climate change through increased greenhouse gas emissions. This will result in further biodiversity loss and damage to natural systems.
- The project is not a sustainable development.
    - Not economically sustainable. The costs far outweigh the productivity benefits.
    - Not socially sustainable. It will destroy and sever communities, and result in poorer public health, more car dependency, more transport inequity, and more social isolation.

- Not environmentally sustainable. It will result in higher greenhouse gas emissions and irreversible biodiversity loss.

F6 Action rejects a 'transport plan' that does not meet any of its stated objectives.



6. Objection to AECOM doing the EIS for the WestConnex F6 Extension

F6 Action strongly objects to the fact that AECOM, the company contracted to compile the F6 EIS, has deep interests in the planning and construction of the WestConnex motorway project, raising questions about the independence and integrity of the planning assessment process.

The same firm was subject to legal action in Queensland. AECOM paid approximately $200 million to settle negligence claims for its traffic modelling for a privately-owned toll-road in Brisbane. Legal firm Maurice Blackburn represented 650 investors who are seeking to recover losses of more than $150 million from AECOM.

Brisbane's Clem7 RiverCity tunnel carried less than one quarter of the traffic forecasted after it opened in 2010. According to Maurice Blackburn's website, the case alleges that AECOM made forecasts without reasonable grounds, and left critical information out of its report published in RiverCity's Disclosure Statements.

It also allegedly failed to reveal that earlier traffic forecasts it had developed for Brisbane City Council showed traffic volumes substantially lower than those in the RiverCity Disclosure Statements.

We note that an international spokeswoman for AECOM told the media that the company would not be doing traffic modelling any more. It beggars belief that the NSW government could put some much reliance on AECOM for its traffic modelling in a project where the government is carrying the risk.

AECOM may have been awarded more recent contracts since Sydney Motorway became private, hiding anymore information from the public. The whole idea that such a massive project could be taken outside the normal rules of basic government accountability is shocking and demands its own investigation. The previous contracts can be found here. http://whywestconnex.herokuapp.com/.

Even before its assessment of WestConnex was published or any feedback received, AECOM already endorsed the motorway on its website. It claimed - though these references seem to have been removed now - that *"WestConnex will assist in making Sydney a more liveable city by reconnecting communities, enhancing centres and significantly improving the urban domain along Parramatta Road" and will "provide welcome relief from congestion on the M4 and Parramatta Road…"*



These claims are hotly contested. An independent study commissioned by City of Sydney found that WestConnex will increase traffic congestion on Parramatta Road. The *Sydney Morning Herald* reported that the proponent's own traffic assessments show that the $16.8 billion WestConnex will not stop Sydney traffic from worsening.[14]

AECOM's has had multiple WestConnex projects over the last few years.

F6 Action formally and strongly objects to the F6 EIS due to these conflicts of interests and serious doubts over AECOM's ability to produce a truly independent EIS, and we ask that the Minister for Planning reject the WestConnex the F6 Extension. We note that many members of the community raised concerns about the conflict of interest in their submissions to the M4 East, M5 East and M4-M5 process. In its brief unconvincing response to these concerns, AECOM failed to respond to how it responds to conflict of interest.

It is this conflict of interest that leads to feeling in the EIS document that a project is being sold rather than independently evaluated. Every serious objection that is raised is simply batted away as insignificant. We would like to hope that there are professional planners in the NSW Department of Planning who are concerned about these matters and trying to do something about them.

7. NSW Planning Failures

It is the Department of Planning and Environments remit is to ensure compliance with the conditions of consent. That for State significant projects, conditions of consent require intensive environmental monitoring together with independent audit and expert review of environmental performance. That authorised officers in exercising their powers in a fair, consistent and equitable manner and to make sure the proponent is adhering to the conditions placed on their project. That the DPE compliance team has the power to impose orders and to work with other stakeholders to negotiate a good outcome. [15]

Planning processes appear for the most part to be serving vested interests rather than the public interest.

[14] https://www.smh.com.au/national/nsw/sydney-traffic-secret-westconnex-documents-show-worse-congestion-after-toll-road-20150525-gh980u.html

[15] https://www.planning.nsw.gov.au/~/media/Files/DPE/Guidelines/guideline-7-draft-approach-to-setting-conditions-2017-06.ashx



The public have a right to be concerned given recent revelations of three whistle blowers, reporting serious corruption allegations, have been sacked by NSW Planning. [16] [17]

F6 Action rejects an infrastructure project where there are insufficient controls over the proponent.

I. Flawed EIS Process

The EIS Response to Submissions for previous sections of WestConnex, and F6 Action expect the same for the F6 Extension Stage 1, is particularly disturbing in its failure to engage with serious evidence and arguments. This occurs because the EIS process is so firmly in the grip of the proponent.

This problem is exacerbated by the failure of NSW Planning to seriously review the Response to Submissions. With few exceptions, the final NSW Planning assessment report simply regurgitates much of the original application. A clear example of this occurred when the EPA objected to approving Stage 3 of the project without an assessment of the construction impacts. Why didn't NSW Planning did not heed this advice, especially as it already knew the difficulties of enforcing conditions of approval.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

The experience residents have, when they have legitimate complaints about dust, noise or other, is one of slow response and often no response. If the communication team is pushed, the team member is often irritated by the complaint (as they cannot do anything about it). The most common response is a cut and paste email that states that the EPL licence allows such unreasonable noise or other intrusion.

[16] https://www.smh.com.au/national/anybody-who-raised-issues-has-been-sacked-third-whistleblower-warns-20181208-p50l0p.html?fbclid=IwAR01j6VBhJ4MowPoex_wFUy30YMnr3nQn0CwN-XJepicsmHcvbmEu8CXKf4
[17] https://www.smh.com.au/national/nsw/i-wouldn-t-play-ball-department-of-planning-manager-sacked-20181119-p50h07.html



"Environmental Impact Statements are not protecting the environment" wrote William Laurence, research professor at James Cook University. [18]

The EIS is the frontline of environmental protection is a legal requirement placed on a developer to measure the impact on nature of their proposed development.

"The only problem nowadays is that the EISs are rarely stopping bad projects." WestConnex and the F6 Extension is such a project that should never have seen the light of day – a project that is destroying the communities and our urban environment in its wake.

Professor Laurence went on to conclude "serious issues arise with the EIS process that fails us when there is: inadequate investment in a rigorous assessment; insufficient scope limited to just the footprint of the project; vested interests and poor governance". F6 Action agrees with Professor Laurence.

It is clear that the Government has intended to drive the project through, irrespective of the impacts and proper planning process. The Government has used a literal and legal approach of complying with the letter of the law, rather than the spirit and intent.

It has reduced the basic tenets of planning law, such as public consultation on the Environmental Impact Statements, into a box-ticking exercise process, rather than complying with the intent of the planning requirements, which is to ensure that environmental impacts are accurately and properly identified AND addressed.

The use of interested and partisan consultants, such as AECOM, to undertake traffic modelling and produce the Environmental Impact Statements, has meant that there has not been a proper and full review of the impacts of the project, which is the legislative intent of the SEARS and EIS requirements.

WestConnex and the F6 Extension is simply a bad idea – environment, economic, social plus a massive financial risk. We urge NSW Planning to reject the F6 EIS.

[18] https://ensia.com/voices/environmental-impact-assessment/?fbclid=IwAR07X3dTsGtDxMikPLh-X7r24LuParnC_7VH3nzJVT92Y_VQlT6UfIDnQuw



II. Where is the "compliance" to planning conditions?

It appears that the role of the NSW of Planning in the WestConnex approval process has been to check that planning process requirements have been met, rather than an independent review of the impacts and ensuring that foreseeable impacts are properly identified and mitigated.

This is clearly demonstrated by the Minister for Planning and his Department's failure to impose stricter conditions on the Approvals, to ensure that residents, public health and the environment are protected as far as possible.

Instead, the broad conditions of approval allow for a myriad of plans and sub-plans which the NSW of Planning has approved without public consultation, but which will have significant impacts. Further, using the corporate structure of private contractors and sub-contractors, the Government has devolved responsibility for both the preparation and enforcement of these planning obligations to the same companies which have financial interests in keeping compliance costs to a minimum. For example, the conditions of approval should have required independent compliance monitoring instead of allowing the main contractors to self-regulate compliance. This has resulted in the contractors denying or failing to report breaches and required the community to report and pursue breaches.

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. [19]

Although the EIS proposes mitigations to address the issue of construction fatigue, residents of St George are not reassured. We have seen the communities of Arncliffe, Haberfield, St

[19] https://www.theguardian.com/australia-news/2017/jul/08/westconnex-the-stink-of-controversy-that-fails-to-go-away



Peters, and Kingsgrove exposed to awful living conditions, their complaints ignored and the Department of Planning powerless to enforce adherence to Conditions of Approval, weak as these conditions are.

The WestConnex Action Group, St Peters P&C, Haberfield P&C, Haberfield Association and numerous resident action groups gave witness at the Parliamentary Inquiry in October 2018.

The most outstanding issue highlighted has been the failure to consider the impact of long-term construction on a community. This has resulted in underestimation, poor predictions and limited evaluation of the construction impacts and their cumulative effect. In a questionable failure of insight, although the EIS reports did acknowledge that there would be construction impacts, it was considered these would be 'insignificant' and able to be addressed by mitigation. It cannot be emphasised too much the cost to the neighbourhood, to individuals, to families, of the ongoing construction in the St Peters neighbourhood for five years and continuing. In failing to take account of the length and intensity of the construction period, the impacts of construction were discounted and inadequately considered by the EISs for all three stages of WestConnex and treated as 'insignificant'.

In an unforgivable oversight, there was no serious assessment of daily, monthly and yearly impacts accumulating over time. Even acknowledged significant impacts were dismissed because it was assumed that mitigation would resolve those impacts satisfactorily. With construction continuing for years, the impacts were never going to be 'temporary' as claimed or easily mitigated. In fact, mitigation has tended to take place only after residents have complained and complaints have been assessed as genuine. This has resulted in a lack of fairness in the treatment of individual residents which in itself is a cost to the community in the impacts it has in the neighbourhood. Residents have continued to experience impossible living conditions over long periods of time and the failure to take this into account is a significant understatement of the costs of the project.

The WestConnex Action Group tabled several case studies in their submission. This is one, based from St Peters, but is applicable to the residents of Arncliffe as well, being already exposed to multiple WestConnex stages and Kogarah for the F6 Extension Stage 1 and 2:

Impacts on St Peters residents of WestConnex construction Listed below are some of the impacts of construction that WestConnex Action Group are aware have been experienced by the community in St Peters. These have been collated by a <resident>. To develop this list, <resident> has drawn on her own experiences, the St Peters Facebook page, and/or

matters brought to the attention of the Inner West Council's WestConnex Community Liaison Forum (WCLF) to be addressed by the Council's own WestConnex unit.

F6 Action expects no different for our residents impacted by the F6 construction. We object that these motorways are imposed on communities with scant regard for health.

The complaints include:

- Vehicle exhaust, diesel fumes from trucks and machinery, dust and offensive odours from construction sites (the offensive odour from the St Peters Interchange site in 2017 is now the subject of legal action by the EPA).

- Long periods of penetrating noise (e.g. pile driving on the Interchange site for weeks at a time).

- Night work construction noise (often because the Traffic Management Centre will not give permission to close streets during the day). The noise from concrete cutting to open the road surface has been a particular source of complaints. Why does it so often begin after 10pm?

- Traffic disruptions (e.g. changes to directions of one-way streets over several days or weeks, full road closures, half-road closures, limiting access to side streets).

- Failure to coordinate the activities of associated utilities with the WestConnex projects so that residents have had to endure work noise and disruption from the electricity, gas and/or water agencies during the night in addition to the noise and disruption from the WestConnex project during the day.

- Inadequate traffic control (too few traffic controllers in number, poorly briefed, focused on vehicle movement, not pedestrians).

- Poor signage (e.g. not large enough or not placed at a distance sufficient to enable vehicles and pedestrians to respond safely) to help residents deal with traffic disruptions.

- Poor notification of disruptive work (that is, night work or drastic traffic changes) with not enough notice given for people to make alternative arrangements, incomprehensible or wrong descriptions of the work or changes to streets, last minute changes to location or exceeding the notified length of time of work.

- Parking of WestConnex workers' vehicles in residential streets.



- Damage to residents' cars from WestConnex workers' vehicles parked in local streets.

- Heavy vehicle movements, vehicle idling, and increased volumes of truck traffic on local roads around the construction sites, increasing vehicle pollution (a known carcinogen).

- Increased ordinary traffic on local streets displaced by or avoiding the construction sites and vehicles.

- Inadequate responses to complaints (the stakeholder relations officers of the new M5 contractors generally have downplayed or disputed the complaints rather than address them).

- Failure to carry out ameliorative work adequately (e.g. noise treatment of premises, where residents have struggled to have the approved modifications carried out) as required under the conditions of approval.

- Adverse health impacts from the dust and vehicle pollution with respiratory problems, asthma, increased infections, particularly for children.

- Failure to put signs and street amenities in place because they were not required before the roads are operational.

- Loss of trees and parkland to the detriment of the community (that is, the impact of loss of shade trees and nearby parkland was marked during the hot weather, made worse by the heat radiated from increasing expanses of concrete surfaces).

- Loss of sports grounds, requiring activities to be relocated some distance from the neighbourhood to the inconvenience of players and families.

- Dangerous traffic movement around the school and preschool, including heavy vehicle movement with no traffic controllers to help during school drop-off and pick-up periods.

- Damage to, and shoddy repair work of, footpaths leading to the school and other streets adjacent to construction sites, including metal plates with edges poking up, signs re-posted so they blocked use of the footpath, lumps of asphalt laid unevenly, obstructing the way for prams or wheelchairs.

- Asbestos waste left uncovered when houses were demolished and no water suppressant or other safety measures until after residents complained.



• Poor demolition practices which sent dust everywhere and in one instance dropped a quantity of bricks from a wall onto the road and broke a water pipe.

• Use of school car park (enclosed lands) for workers' vehicles and trucks to do U-turns.

• Failure to uphold agreements made 3 years ago with the school about vehicle movement and communication.

• Houses shaking with consequent damage (that is, cracking) from the explosions, the heavy construction work and vibration of the tunnelling.

• Noticeable loss of wildlife in our area – e.g. bats, owls and other birds, bluetongues – but we have noticed an increase in the number of rats.

• Loss of tenants from the health impacts in one instance and inability to let the property since leading to financial hardship.

The overriding problem that generally the conditions of approval governing the restoration of street conditions and amenity or amelioration of the project's impacts, only come into effect when the roads begin operations. As construction work is in its third year in St Peters and its fifth in Haberfield, the "temporary" impact is too long to ignore the adverse effects. For small children, for high school or tertiary students, for elderly people, for people with movement impairments or other chronic health problems, 3-5 years is a significant length of time. All these complaints have led to poor relations between the contractors, their workforce, and WestConnex and the residents who feel they are treated by contractors and the state government as collateral damage. (pg 10 [20])

F6 Action rejects an infrastructure project where living conditions imposed on communities are not acceptable.

III. Property Damage

Property damage during infrastructure build is a predictable outcome. It's how the proponent deals with the issue that F6 Action takes to task. The conduct of the Roads & Maritime Service (RMS), Sydney Motorway Corporation (SMC) and WestConnex, as reported in the media and at the Parliamentary Inquiry, to families experiencing home damage has been unconscionable.

[20] https://www.parliament.nsw.gov.au/lcdocs/submissions/62132/0436%20WestCONnex%20Action%20Group_Redacted.pdf



Properties can be damaged by vibration, by tunnelling or changes to soil moisture content. Although there are mitigation measures in place, the existence of these measures is not 100% fool-proof. The EIS (section 14 and 17) state that damage to homes can occur well after construction is completed from differential settlement causing tensile strain on the mortar.

According to the EIS Ch14 and Ch17

- 17.3.9 Ground movement usually those where tunnelling is closest to the ground surface (shallowest), such as around the tunnel portals and entry and exit ramps.
- Short term ground movements (settlement or ground heave) due to the tunnel excavation and associated construction works are likely to occur during the construction phase.
- Settlement due to groundwater drawdown is likely to develop over a period post tunnel construction.
- Generally, settlements would be greatest in magnitude directly above the tunnel centreline and subside to the sides and ahead of the tunnel face.
- Tunnel induced ground movements would only occur during the construction phase, but consolidation and compression settlement could commence in the construction phase and continue into the operational phase.
- The impact on adjacent buildings depends on structure flexibility and depth of foundations
- It seems that measures to "make good" any damage caused is only in the event that measurement criteria are exceeded.
- Damage to structures can occur in the groundwater zone of influence.
- Construction of drained tunnels beneath the water table is expected to cause groundwater drawdown along the project footprint.
- Both vertical and lateral ground movement would be associated with settlement trough.
- Damage to properties can occur where the structure is subjected to tensile strain.

Sydney Motorway Corporation and RMS state they take "all property damage claims very seriously" and liaise directly with impacted property owners to assess and resolve any claims that are brought forward.

The actual experience of families is markedly different:

- Damage is denied, usually by a desk bound community liaison staff member
- Excuse is "we are within measures, so we didn't do it"
- It must be "seasonal change"
- You are "outside zone of influence"
- The onus of proof is placed on the homeowner, but access to relevant documents are denied.



- NSW Planning are ineffective.

Families are now reporting, as similar to those with homes compulsory acquired, WestConnex bullying, intimidation, and the denial of all responsibility. [21] [22] [23] [24] [25] [26]

Jodi McKay, Member for Strathfield, has addressed 100 homeowners impacted by damage in her electorate. She made a Private Member Statement "They create the damage, assess the damage, then decide if they will pay for the damage. Residents cannot expect a fair outcome". [27]

The RMS have employed tactics to mislead, deceive and silence homeowners with Dilapidation Reports that are incomplete and the outcome of "no fault" guaranteed. Some families have had "further assessments" where the outcome was the same. No surprise when the "independent" assessor was a sole operator keen for more WestConnex contracts, instead of utilising a large independent engineering firm as requested by residents.

F6 Action are very concerned for our residents, as the same unacceptable treatment can be expected.

The reader of this submission should realise that property damage caused by WestConnex construction **IS NOT COVERED BY HOME INSURANCE POLICIES**.

Although the SMC state "Sydney Motorway Corporation and RMS take all property damage claims very seriously and liaise directly with impacted property owners to assess and resolve any claims that are brought forward." Despite that it is a legal obligation to rectify any property damage that resulted from construction activities, this is not actually happening.

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[21] https://au.news.yahoo.com/families-blame-west-connex-for-damage-to-homes-and-foundations-39680710.html
[22] https://www.smh.com.au/national/nsw/living-in-fear-homeowners-blame-westconnex-for-cracked-walls-20181121-p50hbl.html
[23] https://www.parliament.nsw.gov.au/lcdocs/submissions/61926/0268%20Ms%20Kathryn%20Calman%20Redacted.pdf
[24] https://au.news.yahoo.com/families-blame-west-connex-for-damage-to-homes-and-foundations-39680710.html
[2525] https://www.dailytelegraph.com.au/newslocal/inner-west/residents-in-haberfield-and-beverly-hills-claim-westconnex-work-is-cracking-the-walls-of-houses-near-motorway-construction-sites/news-story/d1fe2685fa896aaa90fed7767cd0003d
[26] http://www.altmedia.net.au/westconnex-bottoms-out/135418?fbclid=IwAR2IDskX-Q2bAyIKIqW9WV7JaPG-wkNCFbWkG3KVkHGOCiJ8n2mLCU8thxs
[27] https://www.facebook.com/JodiforStrathfield/videos/870585299814363/UzpfSTg4MTIxMDA3NTIzMjQ3MzoyMDk1NDg3ODc3MTM4MDE0/



The RMS have a track record of placing the expensive burden of proof on residents, yet they deny access to relevant documents, such as detailed geotechnical, vibration and as-built designs based on "security" reasons. [28].

The Beverly Hills North Progress Association gave evidence at the Parliamentary Inquiry into WestConnex for property damage, tabling testimonials from residents across the route – from North Strathfield, Haberfield, St Peters and Beverly Hills - all reporting the same behaviour from WestConnex. [29]

These are selected comments from each of the residents with their case study tabled:
"Residents experience repeated stonewalling and hollow responses to attend to property damage claims and the failure to provide requested documents is a behaviour not befitting a public service."

"The methodology RMS and WestConnex issue home dilapidation reports are totally inadequate and dismissive. The initial Post-Construction Dilapidation Reports is a 1-page farce, after a 10-minute visit".

"We cannot trust that the post inspection reports are honest and transparent. How could it be, when the contractors employ the engineers to inspect our homes. It's not exactly independent".

"We turned to the Department of Planning. "they were as helpful as a haemorrhoid! They opened up an investigation, they sent the contractors some questions, the contractors responded back with ***"our data shows we are complying"*** *or responded back with* ***"we have strategy in place to mitigate against this"*** *and so the Department said the contractors were being compliant."*

"We emailed the M4 East Team at 9.30am to send an engineer to inspect cracks. The response came at 10.05am which denied the request. It was discarded in 35 minutes, not by an engineer, but a desk-bound community liaison officer".

"How can we trust the contractors with the most important issue facing residents. Property damage. These contractors are there to make as much profit as possible on this project, so

[28] https://www.theleader.com.au/story/5791277/residents-call-for-release-of-westconnex-damage-data-to-their-homes/?cs=1507
[29] https://www.facebook.com/NoWestconnex/videos/470167103494378

it's a conflict of interest that they are also in charge of managing resident damage claims. Does anyone see the contradiction here?"

"There seems to be no accountability whatsoever, there was NO investigation and we just receive the automated, generic response that Vibration limits have not been exceeded. They state that the blasting vibrations "should not cause any cosmetic damage to property" but this does not mean it cannot happen!"

"We are left with the knowledge that no responsible body seems to be protecting vulnerable families by holding WestConnex to account to rectify home damages. Directions from the Department Planning and even Mr Stuart Ayers, Minister for WestConnex to fix our homes are all ignored".

*"It's like putting the fox in charge of the hen house, and thus families can have **no trust** in this flawed and underhand process".*

"I trust that as an outcome of this Inquiry will be a proper compensation process and budget to be set by the Government to "fix", rather than "address" the damages. It's critical that WestConnex does not set the precedent of allowing Agencies to abrogate their responsibility of damage compensation. The public have a right to expect professional and honest standard of behaviour from the RMS and their contractors."

NSW Planning fail to take the matter seriously because they are firmly in the grip of the proponent.

F6 Action have little faith regarding any "independent" mediation, given the alarming testimony by Stephen Lancken where he was directly approached by the Sydney Motorway Corporation to take up the position. [30]

F6 Action rejects such infrastructure where the proponent does not 'make good' the damage they cause, leaving families facing financial hardship to do their own repairs. On this basis, we urge NSW Planning to make orders to the RMS to repair the homes already damaged AND to reject the F6 EIS.

[30] https://www.parliament.nsw.gov.au/lcdocs/other/12109/Mr%20Steven%20Lancken.pdf



The testimony of Professor John Sheehan at the Inquiry relating to acquisitions (next section) where he stated that WestConnex "is a manifestly flawed system overseen by senior government officials" "slanted heavily in favour of Government Agencies". How can vulnerable families expect to be treated with integrity to honestly and professionally deal with the serious issue of home property damage.

At the Parliamentary Inquiry to WestConnex, the Accountability Committee were asked "if WestConnex have nothing to hide, why is there a need to conceal these documents." They recommended to the Accountability Committee to compel WestConnex to release these documents".

The number of families impacted by WestConnex property damage will continue to rise as construction progresses. The reason is due to a huge swathe of the inner west – from Ryde to Kogarah – is built on the residual clays from the weathering of Ashfield shales. This is a highly reactive soil type that reacts to lowered moisture content brought about by

significant new drainage for roadway runoff and deep excavations. Older homes are particularly vulnerable. [31] [32]

There are many heritage properties in Farr Street, Gibbs Street and the adjoining areas in Rockdale. When these homes were built over 100 years ago, with building standards differed to todays' standards. Once excavation for the tunnel begins it is highly probable that cracks will appear in these properties. These properties are unlikely to withstand the tunnel construction from heavy equipment. Residents will then have a huge legal battle to achieve just compensation.

No family should be left to pay the repair bills for damages (sometimes hundreds of thousands) caused by WestConnex construction nor be put through the protracted and unnecessary stress that WestConnex are currently putting families through.

F6 Action urges NSW Planning to reject the F6 Extension due to the unconscionable conduct of SMC and RMS.

[31] http://dro.dur.ac.uk/18298/The impact of changes in the water table and soil moisture on structural stability of buildings and foundation systems : systematic review CEE10-005 (SR90).

[32] Burland et al +Building+response+to+tunneling&ots=R1fZGrvGQP&sig=QX0lK1J2ZYFFNJTuVo_FttYMMl4#v=onepage&q=burland%20et%20al%20-%20Building%20response%20to%20tunneling&f=false



Further, the legal and operational structure adopted by SMC to undertake the project, using a series of contracts and subcontracts with private companies, is in fact a structure used by large corporations, and replaces public accountability principles with privity of contract principles. The contractors and sub-contractors actually undertaking the project, its design and construction, are only accountable to the company with which they have contracted. Unlike Government, they have no direct obligation to the public.

We do not know what the terms of these contracts are, but if, as is likely, they are fixed term, fixed price, construction contracts, there is a huge incentive on the contractor to cut costs. This means that financial and time saving considerations totally outweigh any personal impacts on residents near the construction, or environmental and social considerations.



IV. Home Acquisitions – "uncommercial and unprofessional"

As with all other aspects of WestConnex, and we expect for the F6 also, the acquisition of property for the project has been characterised by secrecy, lack of transparency, inequitable and unjust treatment of individuals affected. There has been a politically driven premature rush to acquire property before the project has been properly scoped and designed, before the NSW public have been able to review and comment on the Environmental Impact Statements, and before the granting of Planning approvals. The former and current Premiers and relevant Ministers have hidden pertinent information and recommendations, have refused to take into account community impacts and expert concerns, and have mislead the NSW public.

Despite the Premiers and Ministers paying lip service in media interviews and public statements to consideration of the impacts of property acquisition on communities and individuals, the way in which the acquisitions were carried out and the treatment of owners by the project proponent, Roads and Maritime Services ("RMS"), clearly demonstrates that the overriding priorities of RMS and Government were to push the project through and to save costs in the acquisitions. The impacts on residents and communities were insufficiently considered, if at all, and in practice, were dismissed or ignored.

These failures of proper governance resulted in significant harmful impacts on residents affected by compulsory acquisitions for the project, the cost of the project, and a real loss of faith by the public in proper process and good governance. [33]

The rules of good governance and natural justice demand that when a Critical Significant State Infrastructure project such as the F6 requires the acquisition of residential and small business property, owners be treated equitably and justly in acknowledgment that they are losing their home or business for the "greater good" of such an infrastructure project.

Adding insult to injury, RMS also harshly applied provisions of the Just Terms Compensation Act by forcing residents to pay RMS market rent for their own property after the acquisition

[33] https://www.abc.net.au/news/2015-12-01/home-owners-losing-houses-to-westconnex-call-for-more-money/6988528

had been legally completed but before RMS required vacant possession. RMS also consistently initially denied homeowners' claims for payments to which they were entitled under the Act, such as moving expenses, and required residents to fight for each payment. RMS also vigorously defended any court actions by residents for increased compensation, forcing them to spend large sums on legal costs.

Professor John Sheehan AM Chairman, Desane Group Holdings Limited gave evidence at the Parliamentary Inquiry to WestConnex in relation to compulsory property acquisitions and the poor treatment his business received. Professor Sheehan is a practising Chartered Town Planner and Certified Practising Valuer who specialises in the area of **compulsory acquisition law and practice**. He holds Adjunct Professorships at the University of Technology Sydney (UTS) and Bond University, and is the former Deputy Director of the Asia-Pacific Centre for Complex Real Property Rights at UTS. Professor Sheehan is also the former Chair of the Australian Property Institute's (API NSW) Government Liaison Committee and has prepared submissions to both State and Commonwealth Government inquiries on a range of varied topics such as the 2018 Financial Services Royal Commission, and the 2014 David Russell SC Review of the Land Acquisition (Just Terms Compensation) Act 1991.

Perhaps a little "unfortunate" then that RMS decided to acquire his small business for land banking.

As evidenced by Professor Sheehan the system for compulsory home acquisitions is manifestly slanted heavily in favour of Government Agencies. What hope is there for families under-going the stress of acquisition as well as property damage when faced with the RMS that he described as "uncommercial and unprofessional operating under a manifestly flawed system overseen by senior government officials." [34] [35]

[34] https://www.facebook.com/NoWestconnex/videos/211338042951939

[35] https://www.parliament.nsw.gov.au/lcdocs/submissions/62071/0383%20Desane%20Properties%20redacted.pdf



In writing this submission, Desane represents the public interests of all participants subject to the current compulsory acquisition processes, particularly families, small businesses, and the wider community.

As is evidenced by the Desane case, the system is still manifestly slanted heavily in favour of Government agencies.

The processes, approach, culture and attitudes Desane encountered in its dealings with the RMS can be best described as uncommercial and unprofessional. The NSW Supreme Court proceedings shed light on a manifestly flawed system overseen by senior government officials.

In short, Desane believes the NSW Government has not been genuine in achieving meaningful and effective reform with the compulsory acquisition process following the recommendations made by various reviews into the system. The very fact this Inquiry has been called in relation to the WestConnex Project only highlights this fact.

It is with much hope and anticipation that Desane wish the Committee and their work on this important Inquiry success in highlighting and ensuring the Government finally takes action to ensure a fair, just, and equitable compulsory acquisition system is put in place to ensure NSW is seen as the compassionate state - not just the infrastructure state.

Residents, some of whom have lived their whole lives in the district, are being forced from their homes, often with what is considered inadequate funds to secure housing within the neighbourhood. Across the route residents and business owners report that RMS staff are behaving in a forceful and bullying manner towards them to accept offers hundreds of thousands of dollars less than what they are legally entitled to. All of these affected properties reported suffering physical and mental anguish as a result of the process, with anxiety, depression, insomnia, relationship strain, significant weight loss and worsening of existing medical conditions as a result.

F6 Action reject the F6 Extension given the unacceptable manner in which RMS treat residents. Where is NSW Planning in all of this?

8. The EIS does not comply with SEARS

Under the SEARS for the F6 Extension, RMS was required to produce a Social and Economic Impact study. We find that it is consists of a detailed description of the demographics and community and educational institutions across the local government areas affected. This is largely produced as a 'tick-box exercise'. Nowhere is there any serious attempt to assess what the impacts of this project, as well as the cumulative impact of other nearby projects,

would actually be on the area. There is no recognition in the F6 Extension that WestConnex might have learnt from distressing experiences reported by people who were already living through Stage 1 and Stage 2.

F6 Action rejects the assertions and justifications for the F6 Extension is based on a business model that relies upon increased car use; it entrenches car dependence. The NSW Government should be planning to reduce car dependency to avoid further deterioration in our air quality. No amount of so called parks, cycleways or pedestrian walkways will mitigate the polluting impact of this Project.

Throughout this EIS, RMS fails to substantially address key components of the SEARS, which suggests that it has been rushed out. RMS do not explain how this Project is a solution to transport freight, which was the justification for the entire WestConnex project. It is unbelievable that WestConnex nor the F6 does not actually go to the port or the airport and it is now obvious that the reason is so that Lendlease can make an unsolicited proposal to build the Sydney Gateway in order that an additional toll revenue stream can be generated. Once sold, the Government will have no control over what is built.

RMS fails to explain how congestion will be dealt with in this EIS. The EIS states that the road network will improve under the cumulative project opens. While the traffic on the Princess Hwy and Grand Parade is forecast to decrease once the project is completed, this is based on unsubstantiated evidence that commuters will choose to use the tollway.

There is limited evidence to support these statistics and it is likely that many people will choose to use local roads to avoid the toll which will result in significant rat-running (and there is no plan in the EIS to manage this issue). There is nothing in this EIS that suggests that the toll road will improve connectivity with public transport or how this toll road will link in and improve public transport options, noting that bus travel times will worsen in some sections. The Project in fact negatively impacts on future public transport options, as critical improvements to the Illawarra line for passenger and freight may be deferred for 15 – 20 years and a north/south route will probably never be tables, so as not to compete with toll revenue. Given that Kogarah is the medical hub of the South, access to this centre by public transport does not connect all catchment communities reasonably by public transport to the St George hospital.

There is critical lack of financial justification for WestConnex and the F6 extension. In the original Business Case, Stage 3 was required to connect Stages 1 and 2 but RMS then stated in that EIS that Stages 1, 2 and 3 don't make financial sense unless we also build the F6, the



Western Harbour Tunnel, the interchange in the Warringah Freeway and the Northern Beaches link. In addition, the Government will have to toll the Sydney Harbour Tunnel and the Sydney Harbour Bridge for an extra 30 years to make this Project break even. RMS's justification is that if we keep on building more roads then WestConnex will make financial sense.

This is malfeasance in public office, nothing less. RMS's discussion on strategic alternatives is inadequate and is not evidenced by any analysis or data. RMS state that that 'Individually none of the alternatives would effectively replace the need for WestConnex'. This ignores the fact that if you add the alternatives together they more than replace the need for WestConnex. The F6 EIS should be rejected because it fails to acknowledge the circumstances in which the project would not be necessary.

Community Consultation – SMC seem to equate 'information' with glossy flyers spruiking overstated benefits, whilst hiding the significant disbenefits as 'consultation'.

Community Reference Group (CRG) Formal consultation has also been poor, being neither 'effective', nor 'meaningful', as required by the SEARS. A number of action group convenors are members of the WestConnex Community Reference Group (CRG), convened as part of 'consultation' by WestConnex. The two 'engagement' representatives who attend the meetings on behalf of SMC have no technical knowledge whatsoever and no real understanding of the Project. At the CRG almost every issue raised about WestConnex (three Stages) is taken on notice. Several SMC project directors refuse to attend meetings to answer questions or, when they attend, treat the community concerns with disdain. Despite the Terms of Reference stating that RMS (the project proponent) would attend the meetings, this did not occur for several meetings and until the community representatives insisted they do so.

The Project's responsible Minister (Stuart Ayres, Minister for WestConnex and Sport), despite numerous requests by letter and repeated phone calls to his Ministerial and electorate office, refused to ever meet with community groups. The CRG also wrote to the Minister asking him to attend the meeting and he refused.

In addition, local Government members have refused to provide project information and instead referred written requests from members of the public to SMC. It is completely unacceptable that elected public officials who are responsible for this Project should refer community correspondence to private consultants.



This behaviour continues with the F6 Extension.

9. Poor Project Governance

Compared to other motorway projects built in Sydney over the last 20 - 30 years WestConnex is extraordinarily expensive. SGS Economics and Planning showed that in 2015 dollars, the M4, M5, Harbour Tunnel, M2 Eastern Distributor (62.5 km in total) cost $6.1 billion while the 33km WestConnex is costing $16.8 billion.[36] [37]

The Government's own preliminary cost estimates for the Western Harbour Tunnel, Beaches Link and F6 Stage 1 double the overall cost, to around $32 billion. This is not taking into consideration future stages of the F6.

It also does not include the cost of supporting roadworks around WestConnex, such as the Sydney Gateway (once defined) and Alexandria to Moore Park Connectivity Upgrade (A2MP).

With no detail yet on the scope of these, the total cost could range from $2 to $8 billion.

The total overall cost of all the proposed roads is therefore likely to be in the range of $40-$50 billion. This makes it one of the most expensive collections of road projects ever undertaken in the world.

A project of this scale, funded by taxpayers, should be subject to the most rigorous assessment and quality assurance processes available. However, it has been independently verified that there has been a shocking lack of due diligence and rigour associated with this massive investment of public funds.

[36] https://www.parliament.nsw.gov.au/lcdocs/submissions/61969/0311%20City%20of%20Sydney.pdf
[37] http://www.cityofsydney.nsw.gov.au/__data/assets/pdf_file/0008/251891/Report-SGS-Westconnex-Business-Case-Final-Report-160204.pdf



The National Joint Committee of Public Accounts and Audit and Infrastructure Australia have criticised the project and both the State[38] and Federal Auditor General[39] [40]have raised serious concerns about conflicts of interest and a lack of an independent assessment of the business case.

The project is marred by an absence of adequate governance and quality assurance processes, misalignment with broader state planning and development policies and a lack of strategic justification. It has been shrouded in secrecy and allowed to proceed without notification and proper approvals.

In 2014,[41] the State Auditor General warned that the project had not been subjected to the same level of oversight as other initiatives and said the preliminary business case was deficient and fell well short of the standard required. That preliminary business case was superseded by an Updated Strategic Business Case that also fell short of standard NSW Government practice for major projects. Final Business Cases are required by NSW Treasury for projects with a total cost of over $5 million. It is still not clear if a Final Business Case has been prepared for WestConnex noting that the Updated Strategic Business Case meets some requirements of a final business case, but not all.

At the request of the Senate Select Committee into the Abbott Government's Budget Cuts, the Grattan Institute prepared a paper on infrastructure financing and expenditure with a focus on transport infrastructure. [42]

"*To get a better return from infrastructure spending, governments should focus on selecting the right projects, and on making the business cases and their underlying assumptions more transparent. Governments can also get a better return through use of new technologies to get more value out of existing infrastructure; through minor augmentation and relief of pinch points; and through more systematic maintenance*".

"The capacity to waste money is a serious risk for infrastructure, given the very large amounts of money involved." (p.1)

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[38] https://www.audit.nsw.gov.au/ArticleDocuments/351/01_Westconnex_Full_Report.pdf.aspx?Embed=Y
[39] https://www.smh.com.au/national/nsw/audit-office-highly-critical-of-government-funding-for-westconnex-20170214-guc9dr.html
[40] https://www.anao.gov.au/sites/g/files/net4981/f/ANAO_Report_2016-2017_38.pdf
[41] https://www.smh.com.au/national/nsw/damning-report-into-westconnex-motorway-released-by-nsw-auditorgeneral-20141218-129r7t.html

[42] https://grattan.edu.au/wp-content/uploads/2015/08/Terrill_submission__budgetcuts.pdf



"The wrong projects can destroy value and divert funds from projects that would be more valuable to the economy and community." (p.4-5)

The project fails to meet the Government's own processes and contracts were entered into and construction has commenced before the planning process for the broader network was complete. F6 Action urges NSW Planning to reject the F6 Extension as it is not in the public interest.

V. Is the F6 EIS actually ready for public comment?

This F6 EIS is not sufficiently ready for public submission and the RMS have indicated such in Appendix H. 'Sufficient flexibility has been provided in the footprint assessed to allow for refinement of the project area during detailed design or in response to submissions received during the exhibition of the EIS.' (pg. vii App H) .

By suggesting there is allowance for changes it is clear the assessment is inadequate to fully inform the public of what exactly will occur. As far as changes allowing for the refinement of the project area, experience with the WestConnex M4 and M5 tells us that miscalculations and changes to plans are inevitable mainly resulting from poor government research. As for addressing public concerns they are rarely even investigated particularly to a degree where the public is right.

Another example of the EIS being un-ready is located in Section 16.2.4 (pg. 16-13), President Avenue construction ancillary facility (C3) – where the EIS advised there may or not be a full demolition of the service station -

> 'The site includes part of a service station (7-Eleven) at 734 Princes Highway, Kogarah and a narrow strip of the western boundary of the TAFE NSW St George campus and a substation within the St George TAFE property. Construction works for the Princes highway and President Avenue intersection **would include the full or partial demolition** of the 7-Eleven service station (including excavation and removal of underground storage tanks (USTs)) and substation within St George TAFE.'

However, this is contradicted three pages later (pg. 16-16) advising the entire former area of the service station will definitely become a construction ancillary facility of around 1500 square metres (C6).

Marsh Street Widening – What, again??



Parts of the document are confusing and appear to be cut and paste for example – 'Roads and Maritime *proposes to widen Marsh Street*, Arncliffe to provide three continuous westbound lanes between the Giovanni Brunetti Bridge and the M5 Motorway intersection. That project is located adjacent to the Kogarah Golf Course and the RTA Ponds at Arncliffe.' (pg. 12-43) – It then goes on to say that the widening has been completed which we understand, in reality, it has.

Is this EIS really ready for public comment? We would suggest that it be withdrawn, and we can start again – with a transport plan that would benefit the public – not toll-road operators.

VI. Poor Processes – Corrupted Processes

There was never a social licence to build the WestConnex network of toll-roads. The extent of these toll-roads – M4 East, M5 East, M4-M5 link, Sydney Gateway, F6 Extension, the Northern Beaches Link & Harbour Tunnel – were never clearly put to the public under a referendum.

The WestConnex network of toll-roads, interchanges and arterial road works were released to the public in stages, so that the community is kept in the dark of the overall impact of this toll-road. This is particularly important for residents that would be exposed to multiple stages of high impact construction amounting to 8 years or more of high impact construction.

The F6 involves 3 stages. Many residents of the 2nd and 3rd stages are unaware of how their lives will be turned over.

Leaked documents reveal that the entire route of the F6 Extension has already been mapped out, which would include either the destruction of 60 hectares of the heritage listed Royal National Park or 460 more families exposed to the cruel methods of forced acquisitions.

Australia has a long history of failed motorway projects based on dodgy traffic figures, overstated benefits and understated disbenefits.

In December 2014 within 9,000 pages of previously secret documents the Andrews Government revealed the Melbourne East-West link business case for the project was so tenuous that the former Napthine government decided not to submit it to Infrastructure



Australia for fear the figures "may be used as a justification for not supporting the project".[43] This is a failure of appropriate project governance by the VIC Government in bypassing Infrastructure Australia.

In March 2017 it was revealed that major discrepancies between Roe 8's environmental report and its business case have raised concerns that the project is a rush job based on massaged figures that could hang WA taxpayers out to dry.[44]

Brisbane Airport Link operator BrisConnections collapsed in 2013 with more than $1 billion debt. Receivers sued Aecom, the traffic forecaster, over allegedly misleading forecasts (who are also heavily involved in WestConnex and the F6 Extension).

Sydney's Lane Cove tunnel failed swiftly after opening, with the traffic forecasters settling for reportedly $50-$100 million. [45]

F6 Action rejects an infrastructure project that places the NSW public to financial risk.

VII. Health was missing from the start

The 2015 updated business case demonstrates that the analysis over-relied on benefits and underestimated costs to find that WestConnex would be: [46]

… economically viable and will return $1.71 for every dollar invested … without wider economic benefits and $1.88 with wider economic benefits.

This is an example of a misuse of cost benefit analysis that, international research has shown, ultimately culminates in massive cost blowouts, overruns and impacts that are not in the public interest.

[43] https://www.theage.com.au/national/victoria/east-west-link-business-case-revealed-56-years-to-pay-off-20141215-127dyq.html

[44] https://www.watoday.com.au/national/western-australia/documents-suggest-figures-fudged-in-roe-8-rush-job-20170302-guphpe.html

[45] https://www.smh.com.au/national/nsw/trial-to-start-on-144-million-lane-cove-tunnel-debacle-20140809-102c6d.html

[46] https://theconversation.com/health-impacts-and-murky-decision-making-feed-public-distrust-of-projects-like-westconnex-106996



The focus on travel time savings omits health and related impacts raised in the majority of submissions to the Parliamentary Inquiry into WestConnex. It ignores the required mix of transport options that are known to have a positive impact on community wellbeing.

This is made more problematic by the early planning never having been in the public domain. By the time the updated business case was produced in 2015, key decisions, which led to the motorway being proposed without any alternatives, had been made but are still not available for scrutiny. The details behind the original analysis that Infrastructure NSW undertook in 2012 are missing.

The original INSW state infrastructure strategy and woefully parsimonious 35-page report argue that "WestConnex must be more than a road", but this objective appears to have gone missing in action soon after.

Since 2012, when the estimated cost was $10b, the goals for the WestConnex project have changed significantly and inconsistently as has the estimated cost. Currently stated to be $16.8 billion, it is widely accepted that this is a significant understatement of the full cost of the project, just taking into account construction of ancillary roads alongside direct WestConnex construction (see for example the Sydney City Council estimate of $45billion).

Since that time, more and more extensions have been announced. Each one needed to shift the traffic jam to the next point. Interestingly, the Southern Gateway disappeared from the WestConnex scope, despite being the original justification for the entire project.

From its inception the WestConnex project has been misguided and lacking in a clear plan. This reflects its political nature and undermines its value as a contribution to sustainable transport in the Sydney region. The questionable relationships between government and the private sector in relation to the WestConnex project, alongside the considerable secrecy that surrounds it, are in themselves grounds for questioning the costs and purpose of this project.

Major changes to the project are made on a regular basis with more or less transparency: extensions are added (for example, tunnels); and other aspects of the plan disappear (for example, the Camperdown exit in the Stage 3 Tunnel; and the Sydney Gateway); with no apparent change in the business case or the EIS. There are many areas of concern in relation to the project that impact on its cost. In particular, as submissions to the Inquiry demonstrate there is a serious understatement of costs to the public of the construction of the project;

- the likely taxpayer contribution to private profit in the completion and maintenance of the project over many decades;
- the understatement of the un-sustainability of the project as a future transport mode in the 21st century;
- its contribution to long-term air and noise pollution in the city;
- and the direct and horrendous health impacts on communities and individuals not just during the construction phase but in the lifetime of the project.

The F6 is a financial project, a political project reflecting a particular relationship between the NSW government and private enterprise. It is not about (and possibly was never intended to) providing Southern Sydney with sustainable transport options for the 21st century.

Since November 2015 the cost of the project set at $16.8 billion has never been publicly revised. It is however untenable to think that major elements of a project can be or altered, such as the removal of the Camperdown exit from the Stage 3 Tunnel, without and update the budget. It is possible some more recent modelling has been undertaken for the sale of WestConnex but if it does exist, it is not publicly available. Throughout the process there has been no transparency in relation to the business case.

The ACCC decision to require undertakings from Transurban to publish WestConnex traffic data after the sale, points to the secrecy that has surrounded the project to date. This level of secrecy, particularly as it involves public resources and taxpayer money, is not in the public interest.

Given the weaknesses in the 2013 Preliminary Business Case and the 2015 Strategic Business Case, the secrecy and lack of transparency exposes the taxpayers of NSW to unknown financial risk. These difficulties with the Business Case point to a larger concern about WestConnex and the way the project has been developed.

It is based on an assumption that the project was required; that Sydney needed more toll roads to the exclusion of public transport. The secrecy of the NSW Government in relation to WestConnex may have indicated from the very beginning the questionable validity in the Business Plan.

We know that the NSW Cabinet was directed away from public transport options to think only about private transport options. Given this, how is it possible to know whether the F6 Extension (as well as the overall WestConnex) is a more effective solution, both in terms of

finance, mobility and sustainability, than other alternatives such as demand management, public transport or a combination of options not considered? For example, the Strategic Business Case (2015) failed to consider the future development of Greater Sydney including Badgery's Creek airport and how it will affect freight movements.

F6 Action urges NSW Planning to reject the F6 as it breaches SEARS by not assessing alternatives.

VIII. F6 is an anomaly to the NSW Transport Master Plan 2012

The F6 EIS claims that it was a legitimate part of the long-term transport planning for NSW for which it is very obvious that it was retrofitted after the event.

The NSW Master Transport Plan December 2012 was written from the perspective of improving the mobility for residents and visitors to Sydney through the modernising and connectivity of public transport.

The focus mentioned frequently throughout the document was to reduce car dependency and thus congestion by investing further in the various modes public transport. The main initiatives were to address the lack of rail connectivity, by enhancing the current radial mode to be a more networked and connected system. It also included complementary improvements with other modes, such as increase dedicated bus lanes plus BRT, increased cycle-ways and encouraging walkability. The livability of communities and protection of the environment was a key outcome of the Plan.

"Most of Sydney's rail network was built more than 100 years ago and is primarily centred on servicing the CBD. There has been little recent expansion of the network, with 39 kilometres of the total CityRail system of 1,050 kilometres built in the past 33 years (as at 2012). As Sydney has grown and evolved to a multi-centred city, its needs have changed and our rail system needs to evolve to keep up with these changes."

"Businesses often cite the lack of public transport connectivity as an inhibitor to establishing a presence in the three regional cities of Parramatta, Penrith and Liverpool, as well as precincts like Macquarie Park, Sydney Olympic Park and Port Botany".



"By enabling industries to set up in the regions, in transport terms, this would reduce the impacts of dispersed employment in Greater Sydney, alleviate car dependency and long commutes, and promote more liveable communities".

The below comments – lifted from the Master Plan – succinctly encapsulate the rationale of this Plan:

"Regular physical activity is important to our health and wellbeing. Recent research shows that many people get an additional eight to 10 minutes of exercise each day when they use public transport. Importantly, being active for part of our journey to work or school incorporates exercise into our daily routines. The NSW Centre for Population Health has observed that public transport use, walking and cycling are associated with a number of health benefits, including a reduced incidence of obesity, higher levels of exercise and improved mental health.

Building social and community goals into our transport planning will strengthen communities, reduce disadvantage and open up opportunities. To meet our objective of reducing social disadvantage, we will require new ways of thinking about how to distribute transport services more evenly across the State. We will need to give people healthier travel options, such as making it easier and safer to cycle to work or walk to the nearest train station. We will also need to integrate our transport system more closely with land use planning, creating well-designed cities and suburban centres that reduce our reliance on cars, encourage us to be more active and produce safe, attractive and well-used urban spaces".

NSW Master Transport Plan Vision

"*The city will become more liveable by improving the design of buildings and public areas, developing mixed-use spaces where people work and live, and creating more opportunities for people to walk and cycle to work and major service centres. Protecting our natural environment, improving access to green spaces and improving air quality will be critical. The Metropolitan Strategy for Sydney underpins this land use and planning vision for Metropolitan Sydney to 2031.*

Central to these outcomes will be an integrated and efficient transport system that is closely aligned with land use planning. Sydney's transport infrastructure and services will cater to the customer, providing diverse transport options and reduced travel times, while being readily accessible across all parts of the city. Improved public transport networks will increase productivity and global competitiveness."

***"Improve sustainability** – by maintaining and optimising the use of the transport network, easing congestion, growing the proportion of travel by sustainable modes such as public transport, walking and cycling, and becoming more energy efficient"*

"For public transport - If Under a 'do nothing' scenario, most travel in Sydney would continue to be by motor vehicle, with roughly the same percentage of trips still made by car in 2031.

"Transport has an important role in supporting Sydney as a global city. ***Strong connectivity across the city, quality public transport networks and opportunities for walking and cycling can all contribute to maintaining Sydney's role as a centre of economic and social activity".***



"The city will become more liveable by improving the design of buildings and public areas, developing mixed-use spaces where people work and live, and creating more opportunities for people to walk and cycle to work and major service centres. Protecting our natural environment, improving access to green spaces and improving air quality will be critical.

"Central to these outcomes will be an integrated and efficient transport system that is closely aligned with land use planning. Sydney's transport infrastructure and services will cater to the customer, providing diverse transport options and reduced travel times, while being readily accessible across all parts of the city. ***Improved public transport networks will increase productivity and global competitiveness"***

The Master Plan also goes on with the rationale "Currently, ***around 14 percent of greenhouse gas (GHG)*** *emissions produced in NSW come from the* ***transport sector****, making it the State's* ***second highest source*** *of emissions. In the context of population growth and increasing travel demand, mitigating GHG emissions is a major challenge for the future".*

*"****Providing people with opportunities to use public transport instead of private vehicles*** *will help to reduce the environmental impact of transport in NSW. Increased walking and cycling, particularly for short, local trips, will also contribute to improved environmental outcomes."*

"The *cost and availability of oil and the rising cost of electricity will also have a direct influence on the choices we make in procuring the most environmentally sustainable and energy efficient technologies to power our transport fleets".*

"The growing travel task is also a challenge for preserving the amenity of many of our communities. The movement of freight is rarely silent and the generation of noise on a shared network in proximity to residential areas is a recognised issue".

F6 Action rejects an infrastructure project where advice from transport experts has been ignored.

IX. Decisions based on political motivations, not expert evidence or advice or public interest

Grattan Institute Report April 2016 – Better Transport Investment [47]

Too often, politics comes ahead of the public interest. Too much has been spent on highways that are not especially important to the economy, but are popular with local

[47] https://grattan.edu.au/wp-content/uploads/2016/04/869-Roads-to-Riches.pdf



voters. Decisions on particular projects are dubious or made on the basis of weak or undisclosed business cases.

One difficulty is that there is little to stop politicians committing to projects before they are properly evaluated – particularly during election campaigns. Without more public information on potential projects, the public can't be sure that funds will be spent wisely.

Recognising the problem, Commonwealth and state governments have established bodies, such as Infrastructure Australia, to improve infrastructure spending. This is a positive move. But in their current form, these bodies have limited impact. A better approach would involve three steps. Governments currently cherry-pick the evaluation method that suits the result they want. Instead, they should not be able to commit to a transport infrastructure project before tabling in parliament a rigorous like-for-like evaluation of the net benefit, conducted by an independent body.

More disciplined selection of infrastructure projects would have a double benefit. It would mean less wasteful spending and better transport networks, built where they will make the most difference.

The main purpose of transport infrastructure is to enable people to commute to work reliably and safely, buy goods without excessive transport costs or delays, and use services that rely on others being able to get to where they are needed. Most of the time, transport is an intermediate step to people getting to work and moving goods and services to the people who want them. Roads and railways that support the nation's economy make the nation as a whole better off, even though different people will inevitably have different levels of access to transport connections. The key goals for transport infrastructure policy should be that any government spending be in the public interest, and the public be confident this is the case.

Former Prime Minister Tony Abbott's influence over federal policy was both decisive and disruptive. Infrastructure Australia, set up by the Rudd Government to select state infrastructure projects for Federal funding, had used evidence- based approach to select projects and, in a ground-breaking move, it prioritised key rail and light rail projects proposed by state and regional governments.

On a personal whim, Abbott changed all that and dictated that the Commonwealth would fund only roads. Abbott's pro-freeway stance was not only against the advice of the

Commonwealth's top infrastructure advisor [48], it is also in defiance of the fact that motorways, in construction and operation, are a climate disaster.

Professor Peter Newman, in his speech "We need to build the cities of the 21st century, not the roads….." [49] "We were trying to improve access to the port and airport. Various proposals came in that included potential roads to fix the freight issue. You could never get a benefit cost ratio above 0.4 which is pathetic. Next we heard a grab bag of roads had been pulled together to bring cars into the equation". Suddenly, in came Tony Abbott who said "I'll do it. I'll make it part of my 'roads of the 21st century'. Out of the blue we had the biggest road project in the world".

"This dropped out of the sky. It had nothing to do with Infrastructure Australia's processes, nothing to do with our strategic approach to building transport, nothing about getting better economic productivity, let alone sustainability".

Entrepreneurial engineers should be the ones that are trying to solve the numerous problems Australia's infrastructure has, not politicians, according to Curtin University sustainability professor Peter Newman, who spoke at this year's Australian Engineering Conference (AEC). [50]

Addressing the liveability, workability and sustainability of our cities, as well as the way in which they might be improved… , entrepreneurial engineers will be the ones to play a vital role in improving our cities' transport infrastructure in the near future, and points to trackless trams as an example of innovation in this space.

Newman also believes that although cars serve an important purpose, there is a risk of them becoming our masters, rather than our servant. Because of this, he says that it is now the time for Australia to embrace high-speed rail. Those cities that have become automobile dependent, such as Detroit, are now struggling economically," Newman adds.

"Cities like Houston and Atlanta are rebuilding around rail and they're doing well, because that's where the new jobs are, the new knowledge-economy jobs.

This view is supported by so many independent transport experts like Michiel Bliemer, Professor in Transport at the University of Sydney. [51]"Plenty would make a virtue of the

[48] https://www.smh.com.au/politics/federal/budget-spending-on-roads-tipped-to-send-states-off-the-rails-20140525-38wwz.html
[49] https://www.thefifthestate.com.au/videos/watch-this-peter-newman-on-why-westconnex-should-be-dropped
[50] https://www.insideconstruction.com.au/site/opinion/1054031/engineers-solving-infrastructure-issues-politicians
[51] https://www.smh.com.au/business/building-more-roads-is-not-21st-century-thinking-20150111-12lstx.html

decline in car use in our major cities, and argue that it is also a rational response to the changing nature of urban life."

"More people work in offices and shops in densely populated areas – there is not enough space for everybody to drive and park. Higher rates of public-transport use across the country in major cities reflect the way in which people are responding to this lack of space".

Bliemer is one who thinks the time has come to more aggressively support this growth in public transport, and get off the never-ending cycle of motorway building. "Maybe we should not build more roads and just invest more in public transport, and then we don't have that problem in the future maybe," he says of the constant requirement to upgrade road systems.

Ian Bell, actuary and transport analyst [52]"The greatest flaw in this project has perhaps been the failure to consider, from the start, whether rail might have been a better option than road. There was no "Public Sector Comparator" to contemplate a mass transit alternative which might be cheaper and more efficient. No public consultation or discussion. Just roads to be privatised, tolls to be had to juice up the sale price from privatisation".

So far, says Ian Bell, the state infrastructure bureaucracy has refused or omitted to seriously study rail solutions. "How would the public know that Transport for NSW has decided the best strategy for this corridor if we simply do not know if any other alternatives have been considered?"

The department, RMS, certainly seems to follow the theory that to continue to add road space will solve our congestion problems and they always seem to manage to crowd out needed extra investment in mass transport solutions. (*Perhaps it's time to reduce their outdated undue influence on NSW transport planning*)

The authorities keep playing catch up in trying to speed up traffic flows but they never seem to understand the principles, because politicians like cutting tape on projects and boasting that they are addressing a problem when in truth for the main part they are the problem.

[52] https://www.michaelwest.com.au/westconnex-sale-looms-as-bidding-duel-narrows-to-transurban-industry-funds/



The SMH article [53] from 2016 shows that trying to get road speeds up and travel times down is like a rat in a wheel cage.

The problem is that governments come and go and the bureaucracy either doesn't learn or doesn't care beyond the next election cycle, says Bell. There is enough evidence if one wants to look. For instance, the Sydney road speed story according to Fairfax Media analysis of RMS data.

In Sydney's south, the likes of the Liberal MP for Cronulla and state's Attorney-General, Mark Speakman, believe work needs to start on extending the F6 "sooner rather than later" because of worsening congestion. In fact, it has been a high priority for him since he declared in his inaugural speech to Parliament in 2011 that he would "fight for the F6 extension". [54] Yet he is ignoring the greater benefits that rail investment would have on his electorate.

Infrastructure projects should be selected on merit – not political purposes.

X. NSW Transport Master plan

Dr Michelle Zeibots was a contributor to development of the NSW Transport Masterplan in 2012, as one of the Expert Advisory Panel. Dr Zeibots provided testimony to the October 2018 Parliamentary Inquiry into WestConnex confirming that although the original plan was to significantly enhance our public transport network, vested interests overturned these plans to make WestConnex front and centre of the revised transport plan. [55]

Dr Zeibots claimed that the process was a significant misuse of experts such as herself and came as a result of input from Infrastructure NSW that overrode the community consultation process initiated by the then Minister for Transport and now Premier Gladys Berejiklian and then director of TfNSW Les Weilinga.

"At that time, public transport service delivery was poor and Sydney was generally seen as a city that needed to make significant improvements to the coordination between different modes in its existing public transport network as well as significant trunk route additions to

[5353] https://www.smh.com.au/national/nsw/peak-hour-in-sydney-is-getting-worse--and-longer-data-shows-20160310-gnftvd.html
[54] https://www.smh.com.au/national/nsw/120-a-week-and-we-are-just-sitting-there-time-for-toll-road-charge-overhaul-say-experts-20170725-gxig28.html
[55] https://www.parliament.nsw.gov.au/lcdocs/submissions/62323/0497%20Dr%20Michelle%20Zeibots_Redacted.pdf

the network. This stands in stark contrast to the poor decisions made in relation to the WestConnex urban motorway development."

Instead, Dr Zeibots reported *"how disappointed at the time of seeing the masterplan with almost every motorway that had ever been suggested since 1948 was included in the document. This stood in stark contrast to everything we had been asked to make input on and I remember feeling 'let down' that the eventual outcome was so different to all of our discussions. At the time I recall Mr Christie saying in a meeting attended by myself and A/Prof Glazebrook, 'What was the point? What was the point of asking us to attend all those meetings if they were just going to ignore us?' I believe that many people within TfNSW at that time as well as the Minister did comprehend the need to improve public transport, but were 'out manoeuvred' by others in their political party who preferred urban motorway development.*

That these same people do not rely on empirical data or a strong 'evidence base' when formulating their positions is evident in the stark difference between the materials outcomes that have been achieved by these motorways and the 'beliefs and ideals' expressed before construction that were used to justify them.

This points to a significant problem for all parties and decision makers in government — how to overcome the pressure from those who do not wish to engage with the transport engineering science and standards that enable us to see what will work technically and what can be justified with an evidence base. Or in other words, a perspective that respects the science and which would be able to withstand interrogation under the rules of evidence, like those that have occurred in the successful legal prosecutions against several urban tollways in both Sydney and Brisbane.

WestConnex is a poorly conceived transport proposal as those of us that served as Expert Advisory Panel members were able to see and can see today. I believe that many of the problems with the current WestConnex proposal were fermented during 2012. This was especially evident in the contrasting policy position expressed by Infrastructure NSW and those in TfNSW charged with responsibility to develop a well-considered transport strategy for the state. [56]

[56] https://www.parliament.nsw.gov.au/lcdocs/submissions/62323/0497%20Dr%20Michelle%20Zeibots_Redacted.pdf



Once WestConnex became the number one infrastructure project proposed by Infrastructure NSW, all strategic planning documents were rewritten to include WestConnex. In fact, it became the centerpiece of the transport strategy.

At the time, Les Weilinga, the then Director General of Transport, was on the Board of Infrastructure NSW and at the same time was developing the Long-Term Transport Master Plan. When Infrastructure NSW proposed WestConnex as the major infrastructure project of its plan, Les Weilinga resigned from the Board citing conflict of interest as he was proposing public transport solutions in the Long-Term Master Plan and was not supporting WestConnex. Even within Infrastructure NSW there was doubt about the appropriateness of WestConnex. [57]

F6 Action rejects a 'transport plan' that has ignored the advice of reputable transport experts, like Dr Zeibots.

XI. Infrastructure Australia bypassed

Prof Peter Newman, Professor of Sustainability at Curtin University

Prof Newman, a former member of the Infrastructure Australia board, has spoken out strongly against the processes surrounding WestConnex on a number of occasions.

Newman was a board member of Infrastructure Australia at the time the motorway was first proposed. He is also a member of a Scientific Advisory Committee with the United Nations Educational, Scientific and Cultural Organization (UNESCO).

Professor Newman considers that WestConnex only became a serious proposition when Prime Minister Tony Abbott took up the issue while still in opposition, and that the project is highly politicised. [58]

He described the planning processes around WestConnex as, *"very tight knit… (this scenario) doesn't surprise me because I was involved in the planning side. The planning was*

[57] https://www.illawarramercury.com.au/story/5310868/key-city-rail-line-set-to-be-run-privately-in-a-decade/
[58] http://www.wendybacon.com/2015/westconnex-eis-company-is-heavily-involved-in-pushing-motorway-forward/

really very, very light – just a few ideas being thrown together without any serious detailed work being done, and all the detail that was done showed very poor cost-benefit ratio.

"They have completely subverted the normal planning processes and now they're subverting the consulting processes.

"It's corrupting the process, that is what you can say. It doesn't mean that it is corrupt in a legal sense, but it is close to the edge."

"So it's a highly political process, making most planning processes and most environmental processes reduced to a silly kind of 'getting in the way' type processes, when everyone knows the real job is to get out there and build the road."

F6 Action rejects a 'transport plan' that bypassed Infrastructure Australia's merit based assessment.

XII. NSW Auditor General criticisms

NSW Auditor General's Performance Audit of WestConnex conducted in 2014 highlighted the importance of proper evaluation and identified some serious deficiencies in the development of the WestConnex project. [59]

The Executive Summary of this audit concluded:

"In the period covered by this audit, the processes applied to WestConnex to provide independent assurance to Government did not meet best practice standards…

"The preliminary business case submitted for Gateway review had many deficiencies and fell well short of the standard required for such a document. Further, on our analysis, the business case put to the Government still included some deficiencies that independent Gateway reviews and external assurance arrangements, if they had occurred, should have identified…

[59] https://www.audit.nsw.gov.au/ArticleDocuments/351/01_Westconnex_Full_Report.pdf.aspx?Embed=Y



"The post-business case governance arrangements did not clearly separate board-level responsibilities for commissioning from responsibilities for delivering the WestConnex project. After not separating the roles, they also failed to provide mechanisms to effectively manage the conflict between these roles.

"The WestConnex project offers several lessons. While good internal controls are critical, they are not a substitute for externally managed Gateway reviews. Steering committees and boards cannot be responsible for both project delivery and independent assurance and reporting to the Government. Responsibility for commissioning should be clearly differentiated from the responsibility for project delivery. Challenging deadlines heighten the need for good assurance but, paradoxically, also the risk of departure from best practice." (p.3-4)

"The Government approved a new Major Projects Assurance Framework in December 2011…

"The objective of the Framework is to increase the Government's confidence and assurance in planning and implementation of major projects through their entire lifecycle, specifically:

- *prevent projects failing or not realising their stated objectives/benefits*
- *improve clarity in the feasibility phase of projects*
- *drive better governance*
- *inform Cabinet Infrastructure Committee intervention*

"A key component of the Major Projects Assurance Framework is the Gateway review system. The Gateway system is a series of structured reviews at key decision points (gates) in a project's lifecycle. Gateway gives the Government a level of independent assurance on:

- *whether an investment in a project is warranted*
- *the strategic options considered*
- *the agency's capacity to manage and deliver the project on time, on budget and achieve desired project outcomes*
- *whether a project is on track and ready to move to the next phase."(p.10-11)*



F6 Action agrees with this assessment and it forms part of our objection to the F6 Extension and WestConnex as a whole. Failure to abide by the Major Projects Assurance Framework and employ best practice governance from project inception has greatly reduced community confidence in the WestConnex project. In the case of the F6 Extension, the community is being asked to comment on an EIS that is deficient in analysis of project justification.

A project of this size and impact should adhere to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

F6 Action rejects a 'transport plan' that has failed to comply with due diligence.

XIII. Federal Auditor General criticisms

The way we throw money at major transport projects almost guarantees billions of Australian taxpayers' dollars are wasted. Australian Auditor-General Grant Hehir has released yet another damning report on the process behind the A$16.8 billion investment in Sydney's WestConnex motorway, Australia's biggest infrastructure project since the Sydney Harbour Bridge. [60]

WestConnex joins the long list of big, bungled transport investment decisions by Australian governments, both federal and state.

Analysis by the Grattan Institute shows these blunders are more than unfortunate accidents. They're symptoms of a reckless infrastructure investment process, which has been showing up in a pattern of cost blowouts.

Sadly, recklessness of this magnitude is not new, or unique to mega-projects. Grattan analysis of the Deloitte Investment Monitor shows that between 2000 and 2015 more than one-third of transport infrastructure projects were committed to them before a formal funding commitment had been made.

[60] https://theconversation.com/westconnex-audit-offers-another-17b-lesson-in-how-not-to-fund-infrastructure-73206



This matters, because poorly planned projects cost more than they should.

The audit of WestConnex found that the hasty early investment in the project was structured in a way that did not deliver value for money to Australian taxpayers. The A$2 billion concessional loan was made at below market rates, structured in a way that minimised the tax paid on the interest, and the time before interest is due to be paid to the government on the loan was set to be four times longer than major lenders traditionally provide.

The auditor-general has found politicians committed A$17 billion to WestConnex as if it were pocket change. This happy-go-lucky approach is fine for kids deciding to buy a treat on the way home from school. But when it comes to spending billions of dollars of public money on projects designed to last for generations, we need to insist on something better.

F6 Action rejects a 'transport plan' as all project governance and due diligence on project selection was ignored. The F6 Extension does not represent value for money.

XIV. Cabinet Directive – Ignore Rail Alternatives

The NSW government has been instructing transport officials to ignore public transport alternatives to motorway projects, according to explosive internal documents obtained by Fairfax Media.[61]

Dated September 26, 2016 and headed "Failure in Critical Options Analysis", the memo released to the *Herald* under the Government Information (Public Access) Act says the decision not to benchmark the cost of the toll road against the cost of rail solutions "represents a serious and significant shortcoming of the F6 Extension Business Case".

The document also suggests that the government has excised the development of public transport alternatives to other major toll-road projects. These include the Western Harbour Tunnel project, which is to be an extension of WestConnex, and the Beaches Link tunnel that is to extend that road to the northern beaches.

[61] https://www.smh.com.au/national/nsw/f6-planners-told-to-ignore-public-transport-build-roads-documents-show-20170407-gvgbon.html



While the new owners of WestConnex stand to benefit, the leaked document reveals the ability of Roads and Maritime Services to "capture any additional value" from the F6 Extension is limited by so-called upside-sharing regimes in the project deeds for WestConnex.

The upside-sharing arrangements are "generally less favourable to RMS than market", the document states.

The leaked document also reveals that the roads agency will have to pay tens of millions in compensation to the owners of WestConnex if the F6 is "other than a tunnel and surface road connection" from the new M5 at Arncliffe to Kogarah.

It is a non-compliance to SEARS that the F6 Extension that a diverse range of design and location options were considered, but only in the context of a tolled and untolled road-based solution. The memo says "The existence of a cabinet direction not to consider other options must not preclude the consideration of public transport."

The document also cites similar directives for studies of the proposed Western Harbour Tunnel and Beaches Link, saying they "also did not incorporate public transport-based options".

The WestConnex business case released in 2015 shows these roads are expected to increase traffic on the $16.8 billion WestConnex project. It is not acceptable that the sole purpose of the F6 Extension is to funnel more traffic to the M5 for the benefit of the private toll-operator Transurban

The leaked document says an earlier Transport for NSW business case for rail improvements on the Illawarra line found that the construction of a separate Maldon to Dombarton freight line would enable coal trains to be taken off the Illawarra line, greatly increasing capacity of the Illawarra line for passenger journeys. Combined with the construction of a tunnel at Thirroul and extra rolling stock, the extra line would reduce the Wollongong to Central passenger journey from 90 minutes to about one hour for as much as $10 billion less than the cost of the toll road.

"An option along the lines highlighted would reduce road congestion," it says. "The reduction in travel times of the magnitude considered would also have considerable wider economic benefits for the residents of Wollongong and surrounding districts."



The cost estimates for each option are excised from the document released, but it says the difference between the two is of "a magnitude that cannot be ignored".

The memo says the cabinet directive not to consider rail as an alternative is inconsistent with government principles and guidelines and "represents a fundamental shortfall in Transport for NSW meeting its responsibilities in achieving value for the state's taxpayers".

"It would be extraordinarily foolhardy to consider that academic transport economists, transport practitioners and a range of stakeholders will not raise these issues," it warns. "There is considerable political and reputational risks associated with not considering options to the F6 extension." F6 Action agrees with this statement.

We have the situation where although rail has a better CBR and gives the superior commuting time savings the NSW Government will proceed with road over rail to avoid tens of millions in compensation to Transurban. Something is seriously wrong here!

The NSW Government has failed the public in pushing the agenda of WestConnex and the F6 Extension ahead of more efficient, more cost effective public transport. We urge the Department of Planning to reject the F6 Extension.



XV. Transport experts ignored

From Jakarta to LA, from Mexico to Macau, Tokyo to Paris, "no" amount of freeway building, interchanges, tunnels and ring-roads have "ever" solved the problem of mass commuting. Bigger roads makes traffic worse. Not only is this observable globally, but is the conclusion of scientific research. In particular the work of economist's Dr G Duranton and Prof. M

Turner, whose 2009 study conclusively proved this case. [62]

Clearly that was not what the Government was reading, but preferred to go for the jobs and money arguments. These are partly true in a transient 'New Deal' way. They do not factor in long term costs of even greater traffic congestion than now, environmental costs and the simple end of construction.

Robert Moses pretty much destroyed real mass transit systems in New York, and today his freeways are clogged in appalling traffic. Manhattan is often gridlocked and the city administration is trying to encourage people onto mass transit systems. Decades later the NSW state government is zealously following Robert Moses' same misguided vision of commuting, with pretty much the same arrogance.

In a 2015 SMH interview of Dr Michelle Zeibots [63] " Morning trains arriving in the city from the western suburbs are packed with passengers like tins of sardines. There's no room for more commuters. We need more rail capacity. The roads are full too but a road lane only accommodates 2000 cars, or 2400 people, per hour, while the same amount of space given over to a rail line accommodates about 20,000 commuters. If we improve public transport services in western Sydney, we will relieve road congestion too, because people will have another commuting option.

There's good science to back up the common-sense view. It goes like this: public transport operates to a fixed speed, a timetable. Most people will take whichever transport option is fastest. They don't care about the mode. If public transport is quicker they'll catch a train or a bus, freeing up road space. If driving is quicker, they'll jump in their car, adding to road congestion. In this way, public transport speeds determine road speeds.

The upshot is that increasing public transport speeds is one of the best options available to governments and communities wanting to reduce road traffic congestion.

There is plenty of evidence to prove the point. When Sydney's train service reliability disintegrated in 2004 and the unusual decision was made to slow the city's rail network, road speeds fell and congestion increased. Average road speeds were sitting on 34 km/hour

[62] https://www.smh.com.au/national/nsw/the-sydney-suburb-where-fresh-air-is-a-luxury-20180830-p500s0.html

[63] http://www.smh.com.au/national/new-motorway-will-derail-commuters-20140212-32hvs.html#ixzz4691aGKOv

before things went pear-shaped on the rail network. Afterwards, road speeds dropped to about 30 km/hour and have basically stayed there.

This relationship is one of the key mechanisms that make city systems tick. It is basic microeconomics, people shifting between two different options until there is no advantage in shifting and equilibrium is found. We can see this relationship in data sets that make comparisons between international cities. Cities with faster public transport speeds generally have faster road speeds"[64]

Automobile dependence, expressed through comparative levels of car ownership and use and transit service and use, varies widely and systematically across a large sample of international cities. US cities exhibit the most extreme dependence on the automobile, followed by Australian and Canadian cities, with European and Asian cities having very much more transit-oriented cities with greater levels of walking and cycling. [65]

These patterns are not strongly related to differences in wealth between cities, but do vary in a clear and systematic way with land use patterns. The total fixed and variable cost of cars per kilometre is also significantly related to the degree of automobile dependence in cities, though not as strongly as land use.

The data suggest that the most auto-dependent cities are less wealthy than some other more transit-oriented cities. They have the worst operating cost recovery in transit, have far higher road construction and maintenance costs, spend the highest proportion of their wealth on passenger transportation but have roughly similar journey-to-work trip times and much longer trip lengths.

These patterns suggest some important policy implications which stress the need to strategically reshape urban land use, to emphasise investment in non-auto infrastructure and to ensure that any physical planning strategies aimed at reducing automobile dependence work in concert with economic policies directed at increasing the real cost of both car ownership and car use". 1999 Elsevier Science Ltd.

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[64] http://www.smh.com.au/national/new-motorway-will-derail-commuters-20140212-32hvs.html#ixzz4691aGKOv

[65] http://www.curtin.edu.au/research/cusp/local/docs/pb-cusp-research-paper-section-abcd.pdf



Peter Newman "It has been well documented that car dependence is costly in terms of environmental, social and economic externalities — for example, McGlynn and Andrews (1991) suggest an extra 20c per pass.km would be needed to pay these costs. Government costs due to accidents, pollution, noise etc. have been estimated and compared to the government revenue benefits of the road system in Australia, and there was an overall 'road deficit' of $8 billion in the late 1990s (Laird et al. 2002). Added to this is what Nicholas Stern calls 'the biggest externality in history' — the cost of climate change, which is likely to become part of all future transport planning as the world seeks to find a way to stop runaway impacts from occurring."

The collective Roads Lobby has done incredible damage to our city. Their influence of our successive governments to continue to build more and more roads has been at the expense of investment in good quality public transport.

The Roads Lobby 'persuasion' has been instrumental for decades, involved in one of the greatest acts of vandalism being the ripping up of our tram lines in Sydney in 1961. Still regarded as one of the biggest events of 'legitimised' vandalism in our history, though it is certainly rivalled by the destruction to the historic Randwick trees, the awful impacts imposed on the public by the WestConnex motorway and the proposed replacement of the Bankstown and Epping heavy rail lines for metro.

F6 Action rejects a 'transport plan' that will perpetuate car dependency and chronic congestion with little alternatives available.

XVI. Productivity.

High quality and efficient infrastructures is a major driver of national economic growth and productivity. According to Tony Shepherd (AFR 16.3.2017) "traffic congestion is costing $5 Billion in productivity each year". Given the huge cost of sitting in a traffic jam, the selection of innovative solutions that are fit for the 21st Century and a growing population are critical.

The submission by Chris Standen, Institute of Transport and Logistics Studies UTS (2015) for the WestConnex M4 & M5 EIS encapsulates why WestConnex, The F6, Sydney Gateway and the myriad of local road widenings will not work:



- The stated justification for the (WestConnex) project is based on the discredited 'predict and provide' approach to transport planning, whereby it is assumed that transport demand will continue to grow, and that capacity must be increased to accommodate it. In practice, transport demand in cities is limited by capacity: as capacity increases, so does demand (induced demand). It is geometrically impossible to provide enough roadway capacity to accommodate all the latent demand for driving (i.e., where everyone can live and work where they want, and make all the driving trips they want, when they want, to wherever they want in free-flow traffic) in a city of Sydney's population.

- Furthermore, the most efficient way to accommodate the transport and accessibility needs of a growing population is through *mass transit* and better land use-transport integration. Urban motorways are a very inefficient way of moving people around. A single traffic lane can transport a maximum of only 2000 people per hour (in ideal conditions); a single railway line can transport 20,000 people per hour.

- The statement "It is acknowledged that any investment in motorway infrastructure has to be aligned with supporting public and active transport initiatives to achieve an increase in capacity, while aiming to reduce the reliance and demand of private vehicles on the future road network" is contradictory: increasing motorway capacity will only serve to *increase* private vehicle demand.

Another contribution to this debate was the pointed discussion by Tim Williams, the chief executive of the Committee for Sydney, an advocacy group whose members include engineering and finance firms that would typically be on the hunt for work from a multibillion-dollar toll-road.

Dr Williams used a presentation at the University of Sydney (March 2015) [66] to advocate fiercely for a more ambitious public transport agenda, arguing governments needed to help transform Sydney into a city that relied less on the car, while also lambasting the refusal of motorway authorities to release information about their projects.

[66] https://www.smh.com.au/national/nsw/more-debate-on-15-billion-westconnex-initiative-welcomed-20150503-1myvdb.html



In Dr Williams' telling, other global cities have realised merely adding new roads does not solve the problem of congestion, nor do new motorways of themselves create a more productive or liveable city.

"Many other cities in the world are taking their highway capacity out and I'm just wondering, what is so different about the Australian city experience that means that they're wrong and we are right?" Dr Williams asked.

"We think this is a congestion-busting proposition and nowhere in Christendom does that appear to be the case – so what's going on?"

F6 Action rejects a 'transport plan' when so many eminent planners are also strongly rejecting the toll-road mentality as not in the interests of urban livability and mobility. We object that experts like Dr Williams were crucified for speaking the truth.

10. Flawed reliance on future toll roads

The EIS is flawed because of its inappropriate and misleading reliance on future, unapproved and unfunded toll roads which the EIS (repeatedly) claims will reduce the traffic impacts of the Project. The building of more toll roads is even presented as a benefit of the Project, with "increased connectivity by further stages of the F6 Extension from Kogarah to Loftus and the Western Harbour Tunnel and Beaches Link projects".

Throughout the EIS, when measuring and commenting upon potential impacts, are statements that the identified negative impacts will be lessened or ameliorated when these additional toll roads are built. However, it is flawed and misleading to rely on the building of future toll roads when explaining and assessing the impacts of this Project. These toll roads are mere concepts at present and, if approved, would not be built for many years (a matter which is not properly explained in the EIS). The State Opposition has publicly stated on

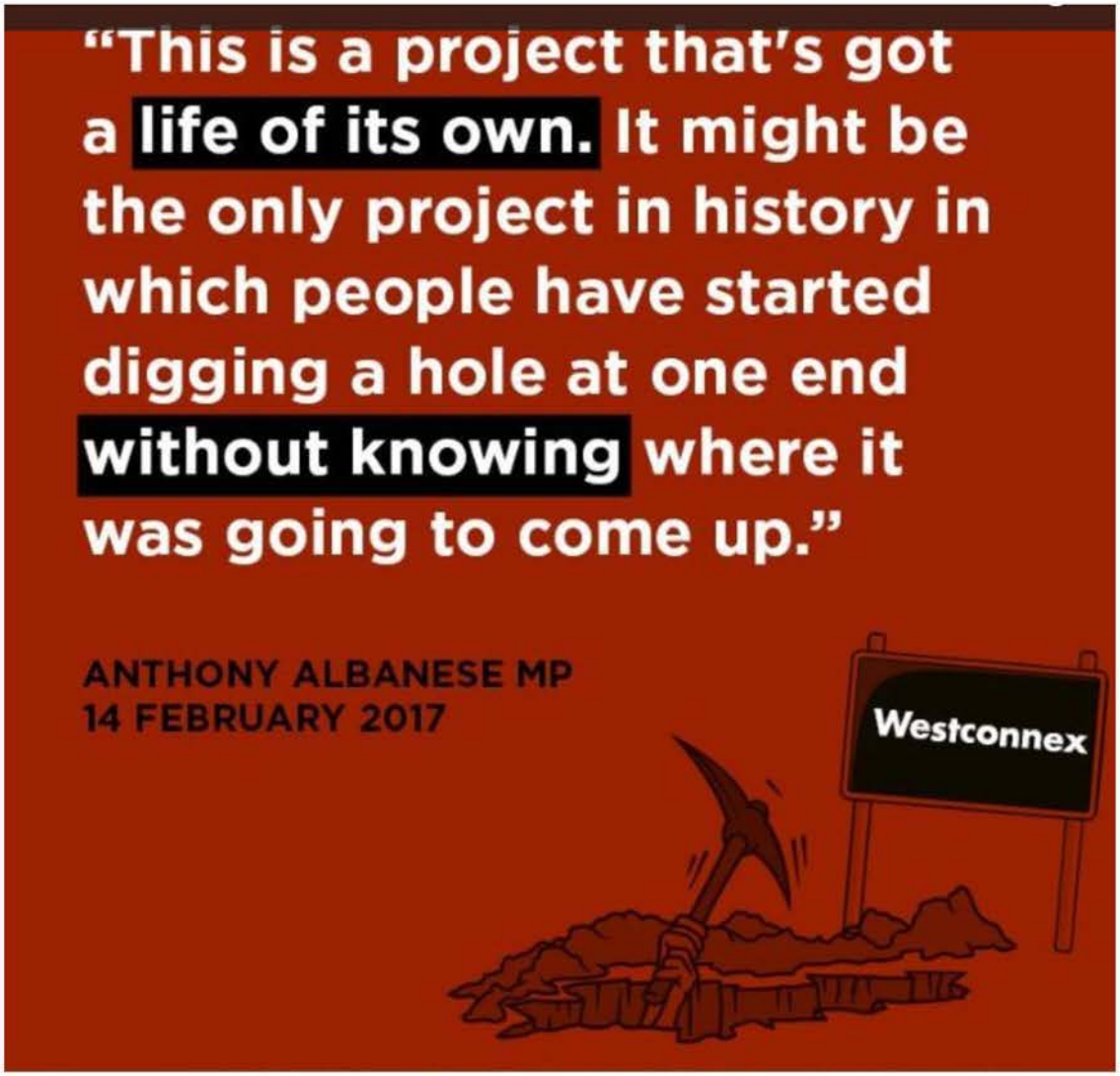
numerous occasions that if it takes office in March 2019 these toll roads will not be built. The details of these toll roads are not known; they are mere concepts at best. To take into account - in any manner when assessing this Project - possible future toll roads is completely inappropriate. Planning should not permit possible future toll roads to be taken into consideration in assessing the Project's possible impacts.

The limited information that is publicly available, WestConnex Stages 1, 2 and 3 do not appear to be financially viable. It depends on other new tollways (the Sydney Gateway, Western Harbour Tunnel and Beaches Link and F6 Extension) to be built to generate enough traffic for tolls to deliver sufficient revenue to cover the capital costs of WestConnex within a reasonable time frame, as well as cross subsidies from Sydney Harbour Bridge and Sydney Harbour Tunnel tolls.[67]

In this way WestConnex will create road network failures and major impacts on communities to justify building more tollways. There is no evidence they are appropriate solutions for problems in these corridors.

F6 Action rejects a 'transport plan' who's sole purpose was an investment asset for revenue raising – never a genuine transport plan.

[67] https://www.parliament.nsw.gov.au/lcdocs/submissions/61969/0311%20City%20of%20Sydney.pdf



11. Failure to consider alternatives

A core component to a productive, liveable and sustainable city is efficient, well integrated public transport. Public transit's broad reach extends to all communities as it helps revitalise business districts, allows employers to tap into larger workforces, builds economic revenues and increases property values. On the national level, public transportation supports our nation's goals and policies, including reducing our dependence on foreign oil, and providing critical response in emergencies. On an individual level, public transportation saves money, and provides people with transport choices by means other than the car.



Public transportation not only helps to maintain and create jobs, it also moves people to and from their jobs. Businesses located near public transportation experience more employee reliability and less absenteeism and turnover. Employers have a larger labour pool from which to choose, and employees are happier because they are not driving in congestion delays. [68]

Public transport produces 95 percent less carbon monoxide (CO), 90 percent less in volatile organic compounds (VOCs), and about half as much carbon dioxide (CO2) and nitrogen oxide (NOx), per passenger km, as private vehicles. [69]

Public transport fosters a more active lifestyle, encouraging more people to walk, bike or jog to transit stops. Walking to and from transit helps inactive persons attain a significant portion of the recommended minimum daily exercise they need.

Active transit and public transport encourages economic and social activities and helps create stronger neighbourhoods. When commuters get out of their cars and hop onto public transport or walk, contact with neighbours tends to increase, ultimately helping to bring a community together as well as fostering local business.

F6 Action rejects a 'transport plan' that reduces the safety and amenity of our urban environment.

XVII. The Public's preference for rail over road

The F6 Extension planned between St Peters and Waterfall is the least popular transport project among Sydneysiders, polling shows. [70]

The Ipsos polling indicated Sydneysiders want new public transport infrastructure to take priority over big road projects.

[68] http://www.apta.com/resources/reportsandpublications/documents/twenty_first_century.pdf

[69] https://www.nctr.usf.edu/pdf/576-01-1.pdf

[70] https://www.theleader.com.au/story/5454535/f6-extension-ranks-low-among-transport-projects-sydneysiders-want-the-most/



Separate unpublished Ipsos polling conducted last year showed 88 per cent of Sydney respondents felt the city needs more public transport, with 55 per cent agreeing "a lot more" is required.

"There is clearly demand for better public transport and more of it – we really see that coming through in the data," said Ipsos research institute director, Stuart Clark.

Eamon Waterford, the Committee for Sydney's acting chief executive, said the results showed there is public appetite for prioritising new rail projects over the building of new roads. "There has been a cultural shift in Sydney as more people are leaving their cars at home and realising the benefits of using public transport," he said.

"These polling numbers show that there is a greater demand and expectation from the public for an efficient and integrated transport system and for the government to continue investing in public transport infrastructure. It shows strong public support for mass public transit projects like West Metro."

Opal figures show skyrocketing passenger demand on Sydney train lines [71]

F6 Action also rejects a 'transport plan' that will not ease congestion. More and better public transport will improve travel time speeds – not more roads.

XVIII. Cost on failing to invest in our rail network

According to David Hill on 702 Radio Sunday 19 March 2017, "Sydney's rail network was built in the 1940s to move 1 million people". Little in the way of rail investment has occurred since that time (*Gladys Berejiklian, 2012*). Mr Hill recommended that Sydney needed 6 more train lines to accommodate a population of 5 million.

Geoffrey Clifton, a senior lecturer in transport management at Sydney University, said the rail patronage figures showed that Sydney risked reaching a "gap in capacity" on its rail network sooner than forecast. [72]

"There is absolutely the risk of overcrowding. We have already seen an increase in capacity and that is translating into more people using the service," he said.

[71] https://www.smh.com.au/national/nsw/opal-figures-show-skyrocketing-passenger-demand-on-sydney-train-lines-20170811-gxubre.html
[72] https://www.smh.com.au/national/nsw/opal-figures-show-skyrocketing-passenger-demand-on-sydney-train-lines-20170811-gxubre.html



The state's Auditor-General recently warned that Sydney's trains will increasingly struggle to run on time unless "sustained and substantial investment" is made in the existing heavy rail network. Rail patronage growth has been outstripping both the government's forecasts and the rail system's capacity to cope.[73]

The original NSW Transport Master Plan (2012) *"Most of Sydney's rail network was built more than 100 years ago and is primarily centred on servicing the CBD. There has been little recent expansion of the network, with 39 kilometres of the total CityRail system of 1,050 kilometres built in the past 33 years (as at 2012). As Sydney has grown and evolved to a multi-centred city, its needs have changed and our rail system needs to evolve to keep up with these changes."*

"Businesses often cite the lack of public transport connectivity as an inhibitor to establishing a presence in the three regional cities of Parramatta, Penrith and Liverpool, as well as precincts like Macquarie Park, Sydney Olympic Park and Port Botany".

"By enabling industries to set up in the regions, in transport terms, this would reduce the impacts of dispersed employment in Greater Sydney, alleviate car dependency and long commutes, and promote more liveable communities".

Our radial rail network is at capacity. It has not kept pace with the changing commuting patterns of commuters. Not only has rail and other public transport investment been largely neglected over 30 years, rail timetable changes have had a disastrous impact on communities and connectivity and productivity. [74] [75]

F6 Action rejects a 'transport plan' that does not address our public transport overcrowding.

F6 Action rejects a 'transport plan' that is not conducive to attracting business to relocate closer to where we live.

[73] https://www.smh.com.au/national/nsw/sydney-trains-at-risk-of-running-late-without-big-investment-audit-report-finds-20170411-gviflw.html

[74] https://www.smh.com.au/national/nsw/crush-capacity-the-worst-time-to-get-on-sydney-s-light-rail-20180823-p4zz8q.html?ref=rss&utm_medium=rss&utm_source=rss_feed

[75] https://www.smh.com.au/national/nsw/commuter-crush-more-trams-needed-to-cope-with-surge-in-light-rail-demand-20160120-gm9vse.html



XIX. Freight by rail projects by private sector

There were proposals for alternate investments in play to move freight more efficiently and cheaply by rail from Port Botany.

The Project will perpetuate an inadequate, antiquated and highly congested transport route that will not meet the needs of the freight transport industry and the people of Sydney and NSW. The Freight Industry recognises this, and endeavoured to embark on their rail projects that will better support Sydney's global economic corridor. Why does this Government and the RMS not recognise 21st century solutions to our congestion problem?

The EIS strategic context and project need states that:

- Traffic congestion reduces capacity for freight vehicles to move from and to the gateways of Sydney Airport, Port Botany and Port Kembla.
- By 2036 population of the South District will grow by 204,000 and the Eastern City District by 325,000. With over 50% of journeys by car there will be continued growth in traffic on Sydney's roads.
- Future trends anticipate increasing use of public transport, however, there will be a continuing need to make provision for growth in commercial and freight travel to reduce congestion.

The proponent ignores the following facts:

Freight

Dealing with freight by road in Sydney has long been a tricky problem.

Problem: Port freight container volume (TUE units) is predicted to triple from 2.5 million units (2018) to 7.0 million by the year 2040. It is forecast that approximately 80% of that container freight will be serviced by the road network.

It was poor judgement of the Baird Government to privatise Port Botany in 2013. The deal included a no compete clause that the ACCC has alleged is uncompetitive and illegal.

Newcastle Port is therefore prohibited to expand capacity, otherwise a penalty must be paid to Port Botany. Newcastle Port estimates that by failing to expand freight in that region has deprived Sydney residents of the opportunity to get 750,000 trucks off our roads.

An announcement by Asciano aimed to have a second freight hub transporting containers by rail to Port Botany within 12 months, as it prepared to spend $100 million building a new

intermodal terminal in western Sydney. This new 43-hectare hub, will be located in St Marys which is claimed as an ideal location for big retailers such as Woolworths, Coles and Bunnings, which have distribution centres nearby. It will be Asciano's second intermodal terminal in western Sydney after Chullora. The Chullora terminal started transporting containers on rail to the port two months ago. [76]

The new hub's rail shuttle will have annual capacity of 300,000, 20-foot equivalent units (TEUs) annually. Chullora has annual capacity of 600,000 TEUs, including up to 135,000 TEUs that can run on rail to Port Botany. Chullora is running some 75,000 TEUs annually on rail to Port Botany.

At full capacity, moving freight from Port Botany by rail from Chullora could take up to 100,000 truck journeys off roads every year, according to Asciano chief executive John Mullen.

A much-bigger competing freight terminal will be opened at Moorebank by logistics group Qube and rival rail group Aurizon in late 2017.

The distribution centres at both Chullora and Moorebank are better suited for distributions in the inner west. Mr Mullen stated that with "most of the distribution centre activity is further north-west" then it makes sense to transport via a cheaper and more efficient rail mode.

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Instead, the solution adopted was an outdated concept of the WestConnex motorway, for which plans were hatched in 2012. The stated objective was to "get freight off local roads", yet such a strategy induces more road use.

Trucks cause around 20% of all road fatalities in Australia even though they make up only 2.5% of the vehicles on the road. The number of people injured in such accidents continues to rise. In 2008–09, the latest year for which injury data is available, 1536 people were hospitalised after accidents with trucks. Accident victims classified as suffering a "high threat to life" totalled 551 in 2008–09, an increase of 18% in eight years, according to a 2014 BITRE report.

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[76] : http://www.smh.com.au/business/asciano-spends-100m-on-expanding-sydney-freight-hub-network-20151008-gk44qp.html#ixzz3oFxu8ITj



BITRE predicts a further 50% rise in the number of trucks on our roads over the next 15 years. Despite the urgent need for policy action, the wheels of government are turning away from practical measures to make it safer for the commuting public.

On 11 December 2018 yet another horrific truck accident, this time on Botany Road in the densely populated suburb of Green Square. One woman lost her life and five injured.[77]

F6 Action consider this 'planning' to get freight off our roads is very poor. It is not a standard we find acceptable from our NSW Government and our public servants, when transport experts are available to derive a holistic transport plan. It's reasonable for the public to have lost all faith that our politicians are planning our infrastructure, with our public funds, for our benefit.

To get freight of Sydney's local roads requires the expansion of our regional ports and to push more freight onto rail with the expansion of our freight rail network. We further need to separate freight from passenger rail in key corridors such as the Illawarra and Newcastle lines.

WestConnex and the F6 extension will not achieve this.

Although I do not agree with Bayside Council's support of the F6 in their submission, they have made some salient points:

- that the northern connection (Marsh St) should include access roads that enable direct Port Botany (Foreshore Rd) access. The EIS does not include these access roads
- [The] impact to the community and strategic value of the Brighton-Le-Sands town centre [is reduced] if Grand Parade remains a main freight route
- The Sydney Gateway project (adjacent RMS motorway project) has detailed Airport access only from the St Peters Interchange, with no direct connections that would otherwise provide Port Botany freight to otherwise access the F6 and bypass Brighton-Le-Sands.
- In the absence of a direct motorway connection, General Holmes Drive and the local town centre of Brighton-Le-Sands will continue to be burdened by the movement of south-bound freight traffic volume into the future.

[77] https://www.news.com.au/national/nsw-act/news/pedestrian-killed-and-others-injured-in-horror-crash-in-alexandria/news-story/427279394163228290b6ea25147edf8b



- Brighton-Le-Sands is a local, regional and international destination in its own right and the attractiveness of the option of downgrading of General Holmes Drive away from a freight passage route (movement corridor) to that functioning as destination (place) should be acknowledged by the RMS as part of this project.

The F6 Extension is focussed only on improving access to push more traffic onto Transurban's WestConnex toll-road. It shows that at the heart of the proposal there is an agenda to only build a new motorway for toll collection and to shape all justification around this, rather than authentically considering and analysing true alternatives.

This demonstrates the cynical way in which the Proponent and Government is trying to push this toll road project onto a community that clearly does not agree with the need for it, or with the approach being taken by the Government.

F6 Action rejects a 'transport plan' that deprives the public of getting freight off our local roads.

XX. NSW Government failed aim to increase freight by rail

The NSW government has failed in its aim of moving an increasing proportion of freight throughout Sydney on rail, leading to more heavy trucks on the road. This outcome, which Roads and Freight Minister Duncan Gay conceded at the time is a "slight embarrassment", comes amid rapid growth in the volume of goods and commodities being moved through Sydney's container port at Botany.

The state Coalition government wants to lift the share of containers moved through the port from 14 per cent to 28 per cent by the start of the next decade. This is a downgrade from the former government's target of 40 per cent, which it never got close to meeting. But over the life of the O'Farrell and Baird governments, the rail share of containers has remained stuck at about 14 per cent. Asked about the failure to lift the share at budget estimates about the failure to lift the share, Mr Gay said: "We believe we will do it, but we are a long way off at the moment." [78]

[78] https://www.smh.com.au/national/nsw/more-trucks-on-sydney-roads-as-government-fails-to-hit-rail-share-targets-20140921-10jyab.html



Mr Gay attributed the failure to move a larger share of goods by rail to improvements in truck access to the port, which started under a program set up by former ports minister Joe Tripodi.

"It is success in one area that has stopped progress in another," Mr Gay said.

The executive general manager of NSW Ports for planning and infrastructure at NSW Ports, Marika Calfas, attributes the number of trucks due to the lack of terminals to transport containers by rail, and to a lack of regulation. "We need the facilities out there to increase capacity," Ms Calfas said. "We need to be able to take the boxes somewhere."

F6 Action rejects a 'transport plan' that encourages freight by road rather than rail.

XXI. Decades of underinvestment in freight rail

Tony Abbott - in his 2009 book *Battlelines*, the "humblest person is king in his own car". He went on to dismiss outright the practicality of public transport in Australia's sprawling cities: "Mostly, there just aren't enough people wanting to go from a particular place to a particular destination at a particular time to justify any vehicle larger than a car, and cars need roads."

Despite this assertion, the new Sydney motorways partly funded by the Road-focussed Abbott government are being built in the most densely settled parts of Sydney. The NorthConnex and WestConnex involve building very long tunnels. All are likely to ignore the safety recommendations from the coronial inquest by Judge Jennifer Coate into the three-truck pile-up inside Melbourne's Burnley tunnel in 2007. Coate urged governments to build tunnels with dedicated emergency lanes and to eliminate the need for lane-changing, but the NSW government has shown that such features won't be included.

The relentless rise of heavy vehicles in Australia's transport system over the past four decades has occurred in part because Australia has no proper charging system, and because governments have starved the publicly owned rail-freight system of investment. As a result, rail's share in moving the goods that Australians buy every day has steadily declined, while



the volume of road freight has increased almost tenfold over the past 40 years, to 203 billion tonne kilometres.

This development is in marked contrast with the situation in the United States. The US still moves about 40% of its intercity freight via rail. The US rail system is one of the most efficient in the world, and it is also profitable. It's such a good business that the shrewd investor Warren Buffett recently sank $US26.5 billion into buying a rail company.

Australia's shift to the roads has locked us into a freight system that is inherently costlier, more carbon intensive and more dangerous. Figures published by the federal government's Bureau of Infrastructure, Transport and Regional Economics (BITRE) show that the cost of moving 1 tonne of freight by road over a distance of 1 kilometre (known as cost per tonne kilometre) is 7.5 cents for road, more than double the 3.5 cents for rail. The greenhouse-gas emissions for road are more than triple those for rail: 52 grams per tonne kilometre versus 15.

This road-dependent freight system also means that Australia's cost of living is much more exposed to oil price rises. The carbon-intensive nature of the system makes it vulnerable to any future moves to introduce international trading systems or other regulations for greenhouse emissions.

There's also road dependency's cost to human life. In the five years to 2011, the average number of fatalities from Australian road accidents that involved a truck of more than 4.5 tonnes was 239 a year. The comparable number for rail, including passenger trains, was 34 deaths a year, which is remarkably low given that rail moves greater tonnage than road when bulk commodities such as minerals and grain are included. This means that trucks cause around 20% of all road fatalities in Australia even though they make up only 2.5% of the vehicles on the road. The number of people injured in such accidents continues to rise. In 2008–09, the latest year for which injury data is available, 1536 people were hospitalised after accidents with trucks. Accident victims classified as suffering a "high threat to life" totalled 551 in 2008–09, an increase of 18% in eight years, according to a 2014 BITRE report.

BITRE predicts a further 50% rise in the number of trucks on our roads over the next 15 years. Despite the urgent need for policy action, the wheels of government are moving slowly.



Two key reforms would give Australia a less costly, less dangerous and more climate-friendly freight system, and they are related. The first is distance-based charging for heavy vehicles, and the second is the construction of an inland rail line between Melbourne and Brisbane, which would avoid Sydney's notorious congestion and the 19th-century coastal rail line.

Trucking has become so dominant that even the trucking companies are saying that it's in their interest to shift more freight onto rail. Fox and his company executives declined to answer a series of questions put to them, and Abbott would not comment on his relationship with Fox. But back in 2009, Fox broke ranks with the industry, and the Abbott view, and said Australia had to shift back to rail if it were to have a viable freight system. [79]

"I'm talking against myself when I'm talking about putting things on rail," Fox told a forum at the National Press Club. Fox backed the inland rail line, but he also advocated making greater use of coastal shipping, transferring more of Sydney's trade activity to Newcastle or Wollongong, and shifting Melbourne's major port to Hastings on the Mornington Peninsula. In the early '70s, about one-third of the freight moved between Victoria and Queensland went by sea, but that has now fallen to nil. He said Australia could learn a great deal from China, which has built deep-water ports away from major cities. "We do need to move away from running transport operations in the centre of the city, particularly on the east coast of Australia."

Fox expressed what might be the vain hope that he would see **sensible reform** happen in his lifetime: "We're only here for a short time. I've got probably less than ten years to go. I'd certainly like to see some of these things that are in the **interests of the nation."**

Without the NSW Government investing in the right infrastructure , i.e. to invest in a more efficient movement of freight around our state and country – instead of the antiquated and polluting motorways, our country will continue to decline in profitability.

Research shows us that in most industrialised cities, including Sydney, car use is declining due to fuel prices and other living pressures, while demand for public transport continues to grow. Sydney is a model example of this shift. So while (former) Prime Minister Tony Abbott

[79] https://www.themonthly.com.au/issue/2014/december/1417352400/paul-cleary/roads-nowhere

believes the ''humblest person is king in his own car'', the evidence says many of us are opting out of this 1950s mindset. [80]

The claim that WestConnex and the F6 Extension is an integrated transport solution is also deceptive. ''Integrated'' transport can be interpreted as allowing different travel modes to complement each other. A more holistic understanding implies the incorporation of social, economic and environmental elements, and policies to reduce the need for travel and the impact of journeys made.

WestConnex does neither. First, widening the M4 and M5, and building an 8.5-kilometre tunnel, then linking them, then adding more sections like the F6 does not enable private transport users to integrate walking, cycling or public transport as part of their journey. Second, it does not meet key environmental, social and economic outcomes. The government's business case executive summary provides no insight into how the F6 will meet environmental criteria or encourage healthier transport choices.

Equally misleading is the assertion the F6 will reduce congestion and travel times. Research shows increasing capacity eventually increases traffic congestion. [81]It is likely the F6 will not reduce ''real'' travel times as commuters to and from the airport, Port and Southern Industrial Area will not use the F6, then M5, then Southern Gateway when there is the option of the Grand Parade that would take the same or less time, it’s available now and its free.

So, the NSW government's persistence is intriguing. Choosing roads over integrated public transport options is not logical, but ideological, as shown by the former Prime Minister Abbott's plans to abolish funding for urban rail, while promising support for WestConnex, Perth's airport gateway road and Melbourne's east-west link.

F6 Action rejects a ‘transport plan’ that it illogical.

[80] https://www.smh.com.au/opinion/ideology-runs-over-logic-in-the-drive-to-build-westconnex-20131020-2vuv7.html

[81] https://www.smh.com.au/national/nsw/westconnex-the-wrong-project-for-sydney-report-says--invest-in-public-transport-instead-20150223-13m8f0.html



XXII. Restrictions on privatised ports adding to Sydney's gridlock

Hundreds of thousands of trucks could be shifted from Sydney's roads by a new container terminal at Newcastle, but secret restrictions introduced during the privatisation of NSW ports are preventing its development. [82]

The Australian Competition and Consumer Commission is now investigating the restrictions, which were introduced when Port Botany and the Port of Newcastle were being privatised.

Modelling by Deloitte Access Economics has found a new container terminal at the Port of Newcastle would immediately slash the number of shipping containers transported through Sydney's transport networks by half a million, rising to 1.1 million by mid-century.

The operator of Newcastle's port wants to build a container terminal but claims that a new facility is not viable because of constraints imposed at the time of privatisation.

Roy Green, the chair of the Port of Newcastle, said the efficiency of our port system "is being compromised by the restrictive arrangements that the government set up at the time of privatisation".[83]

Deloitte's analysis, which was commissioned by the Port of Newcastle, draws attention to the impact of tolls on the movement of containers to and from Port Botany. It will cost $60-$80 in tolls to move a container west of Port Botany in future, the report estimates.

Mr Green said the business model for the WestConnex motorway was "thoroughly tied up" with restrictions favouring Port Botany.

In 2016 *The Newcastle Herald* revealed a secret NSW government agreement to compensate the operator of Port Botany and Port Kembla for loss of trade to a competing container terminal in Newcastle. Under the "strictly confidential" arrangement, Newcastle would have to make "cross payments" of about $100 per container unit (about $1 million per vessel) it handled above a threshold of 30,000 a year.

[82] https://www.smh.com.au/business/the-economy/restrictions-on-privatised-ports-adding-to-sydney-s-gridlock-deloitte-report-20180411-p4z91q.html
[83] https://www.containerterminalpolicyinnsw.com.au/



Port Botany now handles about 2.4 million containers a year and that is forecast to rise to 5 million by 2040. Deloitte estimates more than 90 per cent of container movements within the metropolitan area are by road.

In 2013, Port Botany and Port Kembla were leased for 99 years for $5.07 billion. A similar lease was awarded for the Port of Newcastle in 2014 for $1.75 billion.

The ACCC has written to a number of organisations "to seek information relating to the viability" of a container terminal at the Port of Newcastle. The letter says the commission has "concerns about arrangements that may limit or prevent the development of a container terminal at the Port of Newcastle".

The Deloitte report said port restrictions were hampering efficient trade in NSW and greater competition from a new container terminal in Newcastle would also improve port productivity by 2.5 per cent boosting the state economy.

"NSW relies on ports for almost all of our international trade, and so a lack of competition both reduces port efficiency and increases landside transport costs," it said.





The sensible approach to reform our ports by directing more volume of the freight containers from Sydney to Newcastle should have been the preferred approach to "get trucks off Sydney's roads".

Another strategy is to improve access for freight to move by rail by enhancing the Southern Industrial freight line.

The freight issue has been a problem that transport planners have been grappling for years, yet at the same time as formulating WestConnex in 2013 the NSW Government was privatising our Ports with 'no compete' clauses.

F6 Action considers that the public deserves a better standard of transport planning than this vested interest scramble.

XXIII. RMS and its unhealthy influence on transport planning

Global cities provide multi-mode transport options recognising the importance in sustainable accessibility covering rail, bus, cycling, safe walking as well as road. We can't all cycle, and we need to drive sometimes, nevertheless to be an efficient and fair transport system planning must serve diverse needs. Not all of us can or want to drive, as indicative of the Victoria Transport Policy Institute [84]

Non-Automobile Travel Demands

- Youths 10-20 (10-30% of population).
- Seniors who do not or should not drive (5-15%).
- Adults unable to drive due to disability (3-5%).
- Lower income households burdened by vehicle expenses (15-30%).
- Law-abiding drinkers, and other impaired people (a small but important demand to serve).
- Community visitors who lack a vehicle or driver's license.
- People who want to walk or bike for enjoyment and health.
- Drivers who want to avoid chauffeuring burdens.
- Residents who want reduced congestion, accidents and pollution emissions.

Conventional transportation planning strives to maximize traffic speeds, minimize congestion and reduce distance-based crash rates using a well-developed set of

[84] http://www.vtpi.org/multimodal_planning.pdf

engineering, modelling and financing tools. [The RMS adoption of] conventional planning practices support automobile dependency, which refers to transport and land use patterns favouring automobile travel over alternative modes. In recent years transportation planning has expanded to include more emphasis on non-automobile modes and more consideration of factors such as environmental impacts and mobility for nondrivers. In recent decades many highway agencies have been renamed transportation agencies, and have added capacity related to environmental analysis, community involvement and nonmotorized planning. Some are applying more comprehensive and multi-modal evaluation (Litman 2012). Transport modelling techniques are improving to account for a wider range of options (such as alternative modes and pricing incentives) and impacts (such as pollution emissions and land use effects). In addition, an increasing portion of transport funds are flexible, meaning that they can be spent on a variety of types of programs and projects rather than just roadways. [85]

One such example of this approach is the Swedish Transport Administration and its Urban Mobility planning for sustainable accessibility in Stockholm. "Road traffic can comprise a danger in itself but is also a source of air pollution and noise, which are damaging to people's health. How we choose to transport ourselves also impacts our health. Our access to a variety of travel alternatives impacts our social lives... However, the greatest challenge is the contribution made by traffic to global climate change and the significant efforts that will be required to achieve the ambitious target of a fossil-fuel free city by 2050" [86]

[85] http://www.vtpi.org/multimodal_planning.pdf
[86] https://international.stockholm.se/globalassets/ovriga-bilder-och-filer/urban-mobility-strategy.pdf



A city with cars – not a city for cars

While in many contexts, the car has a crucial function, efficient car travel in a major city requires people to make the majority of journeys by other modes of transport.

For Stockholm's transport system to function efficiently, and for car traffic to function efficiently, the proportion of journeys undertaken by car must be reduced. More people need to choose to walk, cycle and use public transport. To achieve this, the street environment must make the step-by-step transition to more dedicated lanes for public transport, more cycle lanes, fewer parking places and an enhanced street environment for pedestrians. This will not happen overnight, but it is a strategic aim for 2030. If the city steers towards these goals, the traffic situation will become sustainable given time.

The reduction of car traffic is not a barrier for satisfactory and functional car traffic, distribution traffic and other commercial traffic. On the contrary, it is a necessity. An increase in the region's population of up to 25 per cent is planned by 2030, and all these people will not be able to use a car to the same degree that people do today. Accordingly, not working to reduce car traffic would be an anti-car strategy.

The RMS represents a powerful and thus unhealthy influence on shaping the way we travel through our urban environment and the transport project selection.

"How to fix the sad state of transport decision making" wrote Dr Tim Williams[87]. Certainly, the process by which Government prioritises infrastructure. "The RMS, being a separate roads department, has as its sole purpose for existence is to build roads. Its role is not to compare options, and according to Dr Williams, have "a flawed understanding of congestion and induced demand".

Tim Williams "Road-building or improving access to areas by removing speed impediments cannot actually solve a city's congestion problems largely because of what is called "induced demand". Essentially, in Sydney the desire to travel by car is actually suppressed by congestion. Whenever you make it easier to travel by car, by adding more road supply, more people get in their car – often out of their public transport to do so – and quickly fill up the new road space. This result has been observed internationally and the jury both of intellectual research and of every day road users is in".

[87] https://www.thefifthestate.com.au/columns/spinifex/how-to-fix-the-sad-state-of-transport-decision-making



The collective Roads Lobby has done incredible damage to our city. Their influence of our successive governments to continue to build more and more roads has been at the expense of investment in good quality public transport.

The Roads Lobby 'persuasion' has been instrumental for decades, involved in one of the greatest acts of vandalism being the ripping up of our tram lines in Sydney in 1961. Still regarded as one of the biggest events of 'legitimised' vandalism in our history.

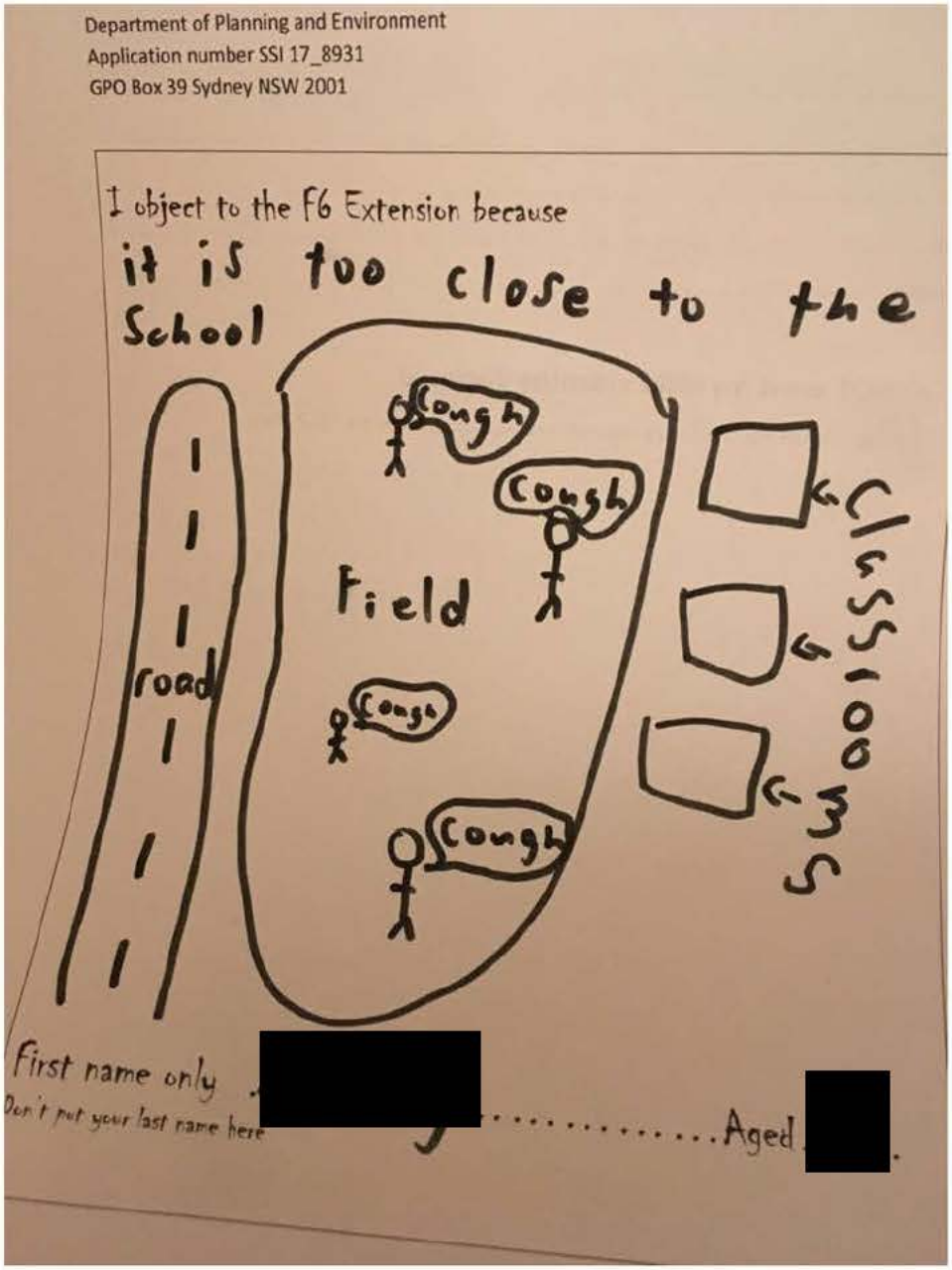
F6 Action recommends that transport planning needs to be taken out of the hands of the RMS. The whole point of their existence is to build roads. Being in "charge" on determining how we move, crowding out all other voices, their 'solution' is only ever a road. We therefore reject the F6 Extension.



12. Air quality

There is no duty of care. Unfiltered stacks and portals are located too close to schools and kids sports-fields. This failure will cost the NSW State dearly in health costs in the coming decades. We will all be paying for this in higher health taxes.

Even the kids realise this is dangerous for their health.



XXIV. Pollution kills more people than cars

Pollution is more deadly than smoking, kills nearly 15 times more people than all the world's wars and violence combined, and is three times as deadly as AIDS, malaria and tuberculosis



all put together, killing a total of nine million people a year, according to a report released by The Lancet Commission on Pollution and Health on October 19 2017. [88]

The report authors say the new pollution numbers are "intimately" linked to climate change mainly because of air pollution, which is a major source of greenhouse gases. Fuel combustion of all kinds "accounts for 85% of airborne particulate pollution and for almost all pollution by oxides of sulphur and nitrogen," according to the authors.

Productivity losses from what they refer to as "unhealthy and unsustainable development" are prompting illness and death that rob the world economy of 2% GDP annually.

Someday our descendants will marvel that we ever lived in cities filled with emissions direct from the tailpipes of cars. [89]

The most threatening kind of air pollution is fine particles, and although cars represent only 7% of this kind of air pollution in the US, but because cities are so saturated with tailpipe emissions, cars have a disproportionate impact on people's health.

F6 Action rejects a 'transport plan' that is dangerous for our health.

XXV. Failure for a proper and full review of the project on air quality

The use of interested and partisan consultants, such as AECOM, to undertake traffic modelling and produce the Environmental Impact Statements, has meant that there has not been a proper and full review of the impacts of the project, which is the legislative intent of the SEARS and EIS requirements.

The Government's use of private consultants, and refusal to disclose crucial assumptions, such as the traffic modelling, on the basis that this information is "commercial in confidence", has prevented true and public review of the Statements and means that the public has been left in the dark on significant impacts such as air pollution.

Scientific research is showing that major health impacts are occurring with exposure to

[88] https://www.businessinsider.com.au/pollution-kills-more-people-than-wars-obesity-smoking-malnutrition-2017-10?r=US&IR=T
[89] https://qz.com/135509/more-americans-die-from-car-pollution-than-car-accidents/

pollution levels that are considered "safe". In other words, there is no safe exposure level to air pollution. [90]

Air pollution is already a significant health problem in Australia, and on current trends will worsen in the future. The estimated financial cost of premature deaths due to air pollution ranges from roughly $11 billion to $24 billion per year.[91]

In Australia, air pollution from burning fossil fuels and from industrial processes causes about 3,000 premature deaths a year. That's eight premature deaths a day, a figure almost three times the national road toll. Changes in atmospheric temperatures and conditions due to climate change will increase that death rate.

Poor air quality is a significant threat to human health. As a growing body of evidence refines our understanding of the health effects of air pollution, a number of developments have highlighted weaknesses in current air quality management in Australia, including an increasing reliance on road transport, the expansion of mining and polluting industries, and the compounding effects of climate change and extreme weather on poor air quality.[92]

The Australian Medical Association (AMA) believes that the policy and regulatory responses to these challenges need to be strengthened. In its submission to the Senate Inquiry into the Health Impacts of Air Quality, the AMA identifies critical gaps in Australia's air quality standards, monitoring frameworks, and associated policies.

Current air quality standards have failed to keep pace with scientific evidence, and key sources of hazardous air pollutants are not subject to routine or independent monitoring. Poor enforcement of existing standards, fragmentations between different sectors and tiers of government, and the lack of exposure targets are but some of the areas require review and reform. Further problems arise from the lack of robust occupational health and safety standards, the absence of regulations for off-road diesel engines, and the general failure to factor air pollution and health considerations into urban planning, transport policies, and development approval processes.

Australia has one of the highest prevalence rates of asthma in the world with 1 in 6 children and 1 in 9 adults diagnosed with asthma. Asthma currently affects 2.2 million Australians.

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[90] http://www.altmedia.net.au/nsw-air-quality-regulator-lacks-capacity-to-review-westconnex-pollution-risk/112681

[91] http://www.grandchallenges.unsw.edu.au/sites/default/files/uploads/UNSWA_224086_Climate%20change%20blueprint%20project_AirPollution_FINAL.pdf

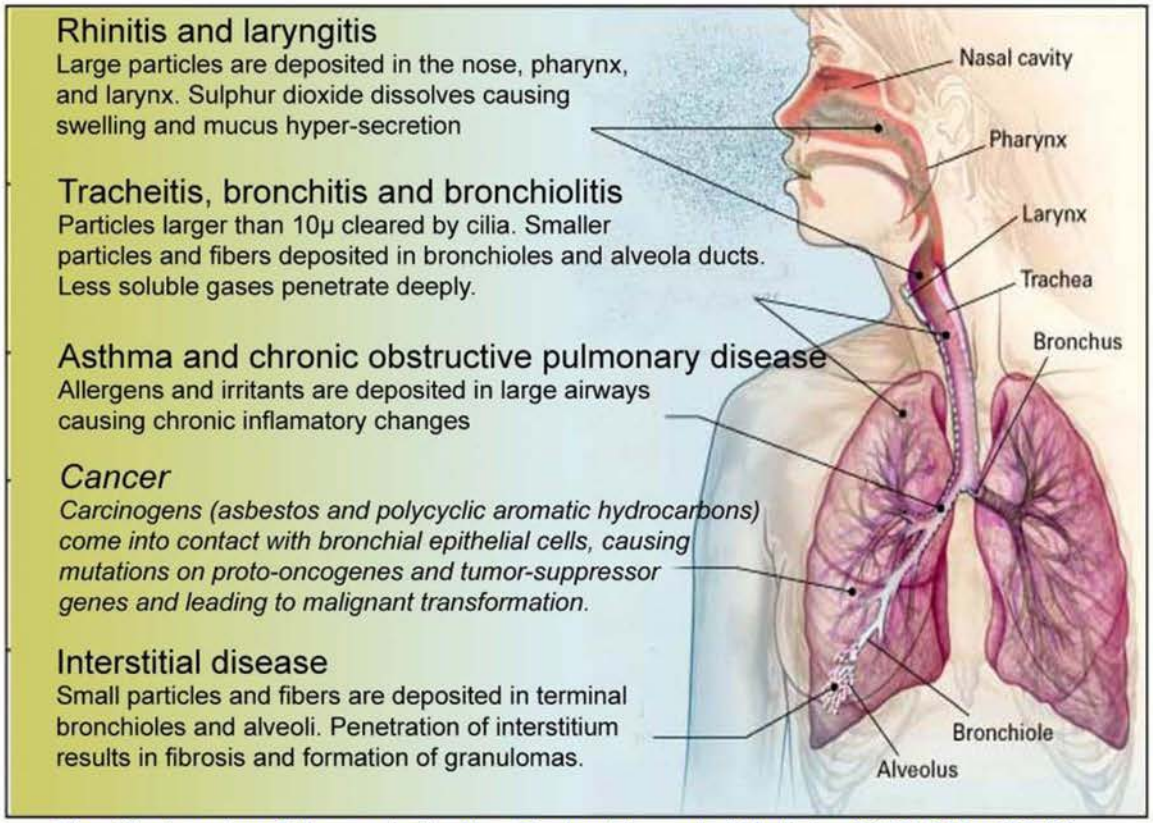
[92] https://ama.com.au/submission/inquiry-impacts-health-air-quality-australia



While the overall asthma mortality rate is declining, people continue to die unnecessarily from the disease.

Diesel emissions are now accepted as a class 1 carcinogen (a substance known to cause cancer in humans). Specifically, it causes lung cancer. According to the American cancer Society "Health concerns about diesel exhaust relate not only to cancer, but also to other health problems such as lung (respiratory) and heart diseases. The community is concerned that the unfiltered exhaust stack, as the major point source of diesel particulate, is and, unless filtered, will continue adversely impacting locally and will add to an already deteriorating environment. This impact will not show up for several years, as similar to the impacts of asbestos. The impact is, of course, lung cancer and likely death a relatively short time after, which is not an experiment of which we should be exposing our children. The report is available at: http://www.health.nsw.gov.au/pubs/2012/m5_east_tunnel.html.

As the scientific evidences becomes clearer about the health effects of air pollution, we are seeing more and more reports of individual occurrences being linked to air pollution. As these links are established, we are seeing a greater incidence of institutions and individuals being held accountable for the adverse impacts that their decisions or policies are having.



Simplified version of diagram in the New England Journal of Medicine (2000) 342,p406-13

XXVI. Expert views on likely health impacts

Dr Noel Child has expressed grave concerns at the WestConnex Parliamentary Inquiry that longitudinal ventilation, as currently included in the design of all prospective Sydney road tunnels, provides the lowest cost/maxim profit option as far as the toll road and tunnel operators are concerned. Other systems of ventilation appear not to have been seriously considered. This appears to be at odds with international best practice unless the NSW Government, its departments and agencies, or the project promoters and operators, can clearly and transparently demonstrate otherwise. [93]

93

https://www.parliament.nsw.gov.au/lcdocs/submissions/61865/0211%20Dr%20Noel%20Child%20redacted.pdf

Contrary to the position indicated by the NSW government, and I suspect prompted by current and prospective tunnel and toll road operators via lobbyists and the government's own bureaucracies, cost effective, efficient, proven, reliable and market ready air treatment options are available. That is not to say such technology is always required, but such technology should certainly be considered in relevant circumstances.

Dr Child notes that in relation to the analysis of current Sydney road tunnel projects, there is a degree of idealisation appears to have been applied to both base load air quality data, and vehicle emission data. This serves to emphasise the need for truly independent oversight of the process. Sydney's ambient air contains high levels of PM10 and PM2.5 particulate matter is already approaching recommended limits as well as Australia's truck fleet is old by international standards. These two issues alone indicate the vulnerability of "idealised" performance assessments, undertaken in the absence of genuinely independent oversight.

Dr Ray Nassar[94] also gave evidence at the Inquiry. He reported to the Accountability Committee his concern of the impact that the very long WestConnex and NorthConnex tunnels will have on public health. These tunnels, their portals and unfiltered exhaust stacks, are placed in residential areas in close proximity to sensitive receivers such as schools, day care centres and retirement homes. Dr Nassar's research could find no other example of this occurring anywhere else in the world. Common and best practice in developed countries is to install filtration systems in urban tunnels or to place ventilation stacks away from sensitive receptors such as children.

These tunnels are intended to carry large numbers of trucks. The overall diesel particle emissions are a concern not just for public health but for motorists as well.

As a result of NorthConnex, Dr Nassar made many representations to local members of Parliament, both State and Federal, as well as the Minister of Planning and Project Managers, but his concerns were not met. Dr Nassar reported that the strategy was to create false reassurance by using engineering jargon and by quoting health statistics which had been calculated using assumptive data, ie: they were a best-case scenario guess. The science behind these attempts at reassuring impacted communities is weak. Dr Nassar reports that the NorthConnex EIS did admit three important points:

- Levels of in tunnel air pollution would reach very high concentrations.
- Background level of pollution would increase around the stack sites, and

[94] https://www.parliament.nsw.gov.au/lcdocs/submissions/61864/0210%20Dr%20Raymond%20Nassar.pdf

- An increase in mortality could be calculated in the surrounding communities as a result of the project.

The health impacts of WestConnex, NorthConnex and the F6 extension are likely to be severe. Professor Paul Torzillo, Executive Clinical Director of the Royal Prince Alfred Hospital in Sydney and a specialist in respiratory health, has given a number of community presentations on the health risks of projects like WestConnex. He said (this has been edited to suit the context, but the full presentation can be seen online at https://www.youtube.com/watch?v=xjr5TEcEW-k):

"In cities like Sydney, traffic-based air pollution – which the scientists call TRAP, which I think is pretty prophetic – is a major contributor to total air pollution in the cities... it's about 30% of the total air pollution that cities like our experience. It's got two main components. The first is what comes out of exhaust emissions...Then there's a second component to TRAP, and that's road dust, fine particles from bitumen and rubber ware, and these two components contribute to this thing that they call "particulate matter"; that just means "stuff in the atmosphere". It's all small, some of it's really small and some of it's really really small, and that gets absorbed into your lungs and into your body. All these things are bad for health.

"There's overwhelming international evidence now from organisations like WHO [World Health Organisation] that shows that that sort of pollution – if you look at what happens across big cities – it increases the number of heart attacks people have, strokes, it increases deaths from heart disease, deaths from respiratory disease, and there is some new evidence in the most recent WHO publication which says it probably impairs lung growth in children and it makes a contribution to diabetes, so these things on a population basis have a big impact on health.

"...these health effects occur both with long term exposure, and with repeated short-term exposure. Again, the most recent WHO evidence suggests that repeated short-term exposure has definitely got a health consequence. And the last thing that's important is there's no evidence about a "safe" lower level of any of these things. So less is better, but less isn't safe. So almost all the important agency reports talk about "mitigating health effects". The commonest word that you see in any of these reports is the word "mitigate".

"So what happens when you get a project like WestConnex? There have been lots of these around the world, what do they do? Well the first thing to know is that the levels of this sort of traffic air pollution are high around busy streets, and they're high probably for up half a

kilometre each side – it depends on the topography and wind direction and various other things. Projects that involve tunnels redistribute traffic related pollution, so some places might be a bit better off, and other places might be worse off. So the tunnels themselves, the smoke stacks, the entrance points the exit point – all these places are likely to have higher levels, although you will see – and you will see on the website – it is hard to prove this because of a measurement problem that I'll talk to you about in a second. Importantly when traffic emerges from tunnels, surprisingly, it has to go somewhere. So it goes back on to roads, and when it goes to those roads, then those roads have higher use, higher traffic, higher pollution levels".

"For a whole host of reasons, it's incredibly hard to give a precise measure of how risky is it to live near a stack, near a tunnel entry or exit point, near a ventilation shaft, and there's a whole lot for reasons for that. But that doesn't refute the fact that the overwhelming evidence is that this traffic related air pollution is bad for health.

"Now many people say – and you'll see this on the websites of every agency involved, that what should be done therefore is to monitor air quality. In fact agencies are very keen on this. But there are a lot of questions. The first is: how many of the components of some of the ones I mentioned are going to be managed? Do you measure them continuously or intermittently? How many monitors do you use? Where are they located? How does the public access this information?

"In a really big National Health and Medical Research Council review of tunnel related air pollution, the expert committee in their key summary said, and I quote, 'We'd like to comment on how difficult it was to obtain data about some Australian tunnels.' So if a federally funded, National Health and Medical Research Council with eminent scientists can't access the information, how easy is it going to be for us?

"The international experience with road projects such as these is that they encourage more traffic. There are more cars, and more people use them. This is bad for population health in Sydney. Traffic and roads have an impact on health. Aside from the ones I've mentioned, they reduce our ability to do a bit of walking or a bit of cycling, even as part of what your daily movement has to be. The big game in here is not monitoring, it's diverting these billions of dollars from these sorts of systems into safe and efficient public transport systems and that's what we should be concentrating on."



Professor Torzillo's comments are echoed by respiratory health experts around the world, including WHO, and make it clear that this project will worsen human health for not just those people who live, work or study along the project route, but also those who live, work or study within half a kilometre of its 'feeder' roads. It impacts drivers who use these tunnels (particularly those who do so regularly and/or over long distances). It impacts commuters who are locked into greater car dependency and long-distance commutes, rather than having access to healthier public or active transport options and/or employment, education or lifestyle opportunities closer to home.

F6 Action rejects a 'transport plan' that exposes the community to toxins purely for cost cutting.

XXVII. How robust is our pollution monitoring?

It is of serious concern, given the nature and the source of funding for toll road and tunnel projects, that key organisations charged with responsibility for their delivery appear to have been "fire-walled" against freedom of information and public disclosure mechanisms. This is a critical issue and goes to the credibility and integrity of the government, and its processes. The community questions the application of secrecy and privacy provisions to the availability of technical performance data that is clearly in the public interest. [95]

Most of the sampling which has been done worldwide is for PM10, specifically the weight of all particles with an 'aerodynamic' diameter of less than 10 microns (millionths of a meter) contained in one cubic metre of air. The Australian standard is 50 µg/m3 for PM10 and 8 µg/m3 for PM 2.5, averaged over a 24 hour period. Currently there is no standard for PM1. It is fair to suggest that what has been sampled and regulated in the past in not what was most appropriate, in the sense of what was most likely to be the cause of harm, but what it was possible to monitor with a degree of reliability. The fact that most of the medical evidence about the impacts of particulate matter reference PM10 measures results not from its appropriateness as a potentially causative agent but because of the widespread availability of records and the hope that the measure provides, at least, a surrogate for the causative agents.

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95 https://www.parliament.nsw.gov.au/lcdocs/submissions/61865/0211%20Dr%20Noel%20Child%20redacted.pdf

PARTICLE size	PM10	PM 2.5	PM1.0	PM0.1	PM0.01
Compare with	grapefruit	golf ball	cherry	wheat seed	sand grain
Same size as	Yeast cell	Bacteria		Mumps virus	ribosome
Number for equal mass	1	64	1000	1000,000	1,000,000,000
Surface area for equal mass	1	4	10	100	1000
Classification	Coarse		Fine	Nano particle	
Source	Mainly from mechanical processes		From combustion and vehicle exhaust		

The designation "PM10" refers only to the maximum size of the particles in a specific sample, not to average size, the size distribution, the source or the chemical composition of the particles in question. As particles become smaller and smaller, for an equal mass of particles, the surface area exposed becomes greater and greater. Almost all vehicle exhaust particles by both number and weight fall into accumulation and nuclei mode and are less than 1 micron in diameter. Most are the size of a virus or less. Health impacts are thought to be best correlated to the surface area of particles - the area available to carry toxins into the lungs. [96]

For this reason PM10 is not a suitable measure for the impact of vehicle emissions as in a strongly traffic influenced environment they make up only 3% by weight of the measurement but would provide in excess of 95% of the surface area.[97]

PM 2.5 measurements give more information about vehicle emissions but are still dominated by non-vehicle factors in all locations and in suburban background, the location of most monitoring stations, 99% of the measurement is of coarse mode, non-vehicle particles. [98]

PM1 would be an appropriate and easily understandable measure, useful to assess health impacts of both vehicle emissions and products of combustion, especially if presented along with the more established PM10 measure. Some components of PM that come from combustion sources increase particle toxicity. [99] [100]

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[96] www.aph.gov.au/DocumentStore.ashx?id=c389f4a6-9f75-4950-85e5... RAPS submission to the Senate Inquiry into the impacts on health of air quality in Australia 2013 2. Introduction. RAPS (Residents Against Polluting Stacks Inc)

[97] iMorawska,L.,& Thomas,S. (2000) Modality of Ambient Particle Distributions as a Basis for Developing Air Quality Regulations. Proc. 15th Clean Air & Environment Conference Sydney.2000

[98] ibid

[99] https://www.environment.gov.au/system/files/resources/00dbec61-f911-494b-bbc1-adc1038aa8c5/files/content-chapters1-4.pdf

[100] https://www.smh.com.au/environment/exposure-to-fine-particulate-pollution-linked-to-increase-in-early-births-study-

Of significant concern is the fact that the nature and composition of ambient particulate matter may be changing as a result of changes in diesel emissions.

What is not realised is that over the last 20 years there has been a progressive change on the composition of particles as a result of the EURO design rules for diesel engines. Although absolute emissions levels, measured in gravimetric terms, have decreased by 80% or more, in all probability, particle numbers have increased.[101]

The actions taken to achieve the desired decrease in the weight of emissions have resulted, in many cases, in a significant increase in the number of particles, accompanied by a decrease in size. Now, almost all particles emitted from diesel engines will be less than 1 micron (PM1) with a median size between 0.15 and 0.18 µm [102], falling exactly into the size range now known to be the most harmful.

As a result, on an equal weight (PM10) or visibility basis, particulate matter now contains a significantly higher proportion of ultra-fine and 'nano' particles and has become significantly more harmful in urban areas.

If visibility is used as the basis measurement to regulate the in-tunnel conditions, as suggested by PAIRC, then the 'established' measures will inevitably result in an increasing exposure to ultra-fine and 'nano' particles and greater potential for harm.

The same consideration also applies to emissions from tunnels, especially where dispersion is less than perfect or where significant use is made of portal emissions for routine tunnel ventilation. Although the quantum of particulate matter emitted from the tunnel may have decreased, when visibility criteria are used for control it is inevitable that the potential for harm posed by the emissions is increased.

The Woolcock Institute of Medical Research, Centre for Air Quality and Health Research and Evaluation (CAR) produced for the NSW EPA and Ministry of Health their 2015 report on the health impacts of particulate matter. They recommended that exposure of the NSW population to all PM (regardless of source) be minimised by reducing ambient PM levels to

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20180102-h0cges.html

[101] Particulate Emissions from Vehicles by Peter Eastwood (2008) John Wiley& Sons. Sec 11.2 'Smaller particles in larger numbers; or larger particles in smaller numbers'. Pp393-396.

[102] Kittelson,D B, Watts, Jr.W. F (1998) Review of Diesel Particulate Matter Sampling Methods. Supplemental Report # 2 EPA Grant Review Of Diesel Particulate Matter. http://www.me.umn.edu/centers/cdr/reports/EPAreport2.pdf

as low as possible. They concluded it would also be prudent to minimise exposure to PM from combustion sources and conduct further investigations of the health impacts of exposure to these particles. Given the proximity of much of the NSW population to on-road vehicle emissions, the health effects of this exposure should be a focus of further investigations. In order to minimise exposure to total ambient PM, those sources that emit the greatest quantities of PM in close proximity to people should be the focus of emission reduction actions. [103] [104]

From this review of the evidence, CAR are highly confident that:

- increases in ambient PM2.5 and PM10 mass are associated with increases in mortality and, increases in cardiovascular and respiratory morbidity;
- exposure to PM from combustion-related sources (coal-fired power stations, on-road vehicles, diesel exhaust) is associated with impacts on cardiovascular and respiratory health.

The scientific findings and expert testimony contrast markedly to the RMS "reassurances of public safety" who continue to misrepresent improvements based on light absorption (visibility), particularly the reduction of smoky vehicles. Ignoring the inconvenient existence of 'nano' particles is at the peril of public health. The RMS continue to claim that "despite there being more cars on the road, a number of initiatives and technological developments have resulted in substantial reductions to Sydney's vehicle emissions over the past two decades. The number of cars is expected to further increase as the population of Sydney continues to grow, however total emissions from motor vehicles are set to continue to fall over the next decade due to new cleaner vehicles replacing older technology vehicles" [105]

F6 Action rejects a 'transport plan' that ignores strong recommendations by leading scientists on air quality. We further object to the misrepresentation by the RMS that unfiltered exhaust stacks are 'safe' for the children of Bayside and St George.

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[103] https://static1.squarespace.com/static/.../Health+impacts+of+PM+report_final+for+web.p...

[104] https://www.abc.net.au/news/2016-03-31/any-exposure-of-particulate-matter-air-pollution-harmful/7286812

[105] https://www.rms.nsw.gov.au/about/environment/air/index.html



XXVIII. Poor analysis of impacts due to tunnels and stacks

Sydney is facing an unprecedented growth in road tunnel construction and use. All tunnels will use longitudinal ventilation systems (air in one end, out the other – through a stack). All polluted air produced in the tunnel travels along it, increasing in concentration all the time, until it reaches the exhaust point (the stack) close to the end of the tunnel.

The justification for these new tunnels is to speed-up the movement of goods and services across the city, so the potential impacts of the tunnels on regular users must be examined to ensure that they are safe and free from harm both to users and to the general public.

People living in the vicinity of tunnels and their stacks are entitled to be concerned about the likely impacts and they have been led to believe that 'monitoring' will be able to detect any harmful impacts. But as Prof Torzillo noted, the true question that should be asked is not 'will there be any measurable impact' but 'will the emissions cause me any harm'.

Commenting on the utility of monitoring, the NHMRC 2008 report observes: *"No clear evidence exists to show that monitoring such as that carried out to assess compliance with air-quality goals, especially for PM10, can reliably predict the size, nature and course of adverse health impacts."*

F6 Action rejects a 'transport plan' that places a priority on motorists (allegedly) getting to their destination faster over the long-term health of our communities.

XXIX. The potential for a tunnel to cause harm exists both inside and outside the tunnel.

The NHMRC 2008 report on air quality in and around tunnels found that the pollution conditions inside some tunnels in Sydney were 'clearly dangerous to health' and noted specifically that 'Guideline values or health-based exposure limits should be developed for the priority pollutants—including particulates and nitrogen dioxide—based on transit times through tunnels, and realistic estimates of total trip and daily exposure.'

In spite of the government setting up an 'Advisory Committee on Tunnel Air Quality' under the NSW Chief Scientist, these guideline values were not determined, nor is there any evidence that an attempt was made to do so.

As a consequence, the in-tunnel limit values in use are based on the PIARC (World Road Authority) design guidelines which, according to the latest version of the PIARC publication, assume that "a tunnel passage generally lasts for only a few minutes".

The extent of tunnel development in Sydney is such that it is certain that many tunnel passages, even under ideal conditions, will not fall into the category of 'a few minutes'.

One such trip would be that from Hornsby (or further north) to Port Botany, which would involve a total of about 24 km in tunnels and that from City-West link to Beverly Hills, which involves 16 km in tunnels.

Considering that most trips involve both directions, this means that some drivers will travel more than 50km in tunnels a day, trips which, even with moderate traffic congestion, could take over an hour.

As all major tunnel pollutants (carbon monoxide, nitrogen dioxide and particulate matter) have cumulative effects which takes the bloodstream more than 24 hours to clear, the impacts of pollutants inside the tunnels will inevitably be harmful if the tunnels are operated under the PIARC guidelines.

This is a serious concern which has not been addressed in the assessment of health impacts.

The claims made in the EIS about improved tunnel design and the reduction of pollution levels, specifically the advantages of wider, larger tunnels, are disingenuous.

The larger internal volume does help to reduce local peaks of pollution, such as those occurring at a change of slope in the tunnel, but does not reduce the total exposure of motorists. This is entirely dependent on the time spent traversing the tunnel, the total quantity of pollution produced inside the tunnel and its rate of removal through the stack (which determines the concentration).

Although reducing the slope of up-grades in the tunnel does reduce the rate of pollutant emissions, especially for particulate matter, the overall improvement is not as great as is

implied. In addition, the design of the ventilation systems depend entirely on the accuracy of predicted vehicle emission levels into the future, an assumption drawn into severe doubt by the recent scandals relating to the faking of vehicle emission tests and the apparent inability of modern vehicles to actually meet the required emission standards. On this basis, in-tunnel conditions are likely to vary from simply unpleasant to positively dangerous.

We also have significant concerns for the health and wellbeing of those forced to use the tunnels on a regular basis or as part of their employment. Because while harmful impacts from stack pollution do occur in the vicinity of poorly designed stacks such as the unfiltered ones proposed for this project, and they can be severe enough to force people to move away from the area, major harmful impacts occur inside the tunnel.

F6 Action agree with the observation made by the NHMRC in its 2008 report that, in relation to the vehicle pollutants nitrogen dioxide and particulate matter, *"the potential for harm appears to lie strongly on the side of particulate matter".*

The air-flow in the old M5East has been determined by the need to limit particulate matter for most of its operational life and we see little reason why this would be different in the proposed tunnel.

The much vaunted 'Advisory Committee on Tunnel Air Quality' was requested to resolve this problem and provide a proper mass concentration/exposure standard for particulate matter but failed to do so.

In the absence of this guidance, the operator appears to believe that there is no compelling reason to maintain particulate matter at demonstrably safe levels, levels which can be directly compared with the levels of pollutants quoted in medical literature.

The current predictions of in-tunnel levels show a number of scenarios where in-tunnel particulate matter concentrations are above 1000µg.m-3, a level noted by the NHMRC to be "clearly dangerous to health".

Although large amounts of NOx (total oxides of nitrogen) are emitted in concentrated form from tunnels it seems unlikely that the impact of this will have a local effect, considering the time it takes for the relatively harmless nitrogen oxide to be converted to Nitrogen dioxide in the atmosphere.



The tunnel design proposed in this EIS does not represent a conscientious response to modern medical knowledge, nor to does it give proper consideration to health, wellbeing and general amenity of ordinary members of the public.

F6 Action find it disappointing that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

When discussing the relative importance of nitrogen dioxide and particulate matter inside the tunnel, the NHMRC report noted that 'the potential for harm appears to lie strongly on the side of PM', a component which can be removed easily and economically by the use of electrostatic precipitator filtration.

F6 Action are aware that Leightons, one of the main construction contractor for WestConnex was installing "a state-of-the-art air purification system (APS) and tunnel ventilation system (TVS)" in its current tunnel project in Hong Kong, the 3.5 km Central Wanchai Bypass.

Leighton's claim that "Hong Kong's planners and our Leighton Asia JV have spared no effort to ensure the city's latest major road and tunnel project leaves residents breathing easy". If this system is good enough for Hong Kong and Madrid, then why is it not good enough for the residents of Sydney?

F6 Action rejects a 'transport plan' that cuts project costs at the detriment of long-term community health.

XXX. Accuracy of the estimation of particulate matter in tunnels and in stack emissions

Motorway and tunnel construction in Sydney has occurred in several phases, with significant pauses between each phase.



Since the first major tunnel was built under Sydney Harbour there have been significant changes in the nature and quantity of vehicle emissions and in the guidelines adopted to limit the exposure of motorists and the general public.

	Opened	Lanes	V/day (aprox)	Length
Sydney Harbour	1992	2 x 2	90,000	2.8 km
Eastern Distributor	1999	2 x 3	130,000	1.7 km
M5 East	2001	2 x 2	110,000	4 km
Cross City	2005	2 x 2	? 35,000	2.1 km
Lane Cove	2007	2 x 2	? 70,000	3.6km

The reduction of carbon monoxide in vehicle exhaust (now about 12% of 1992 levels) has produced a massive decrease in the acute toxicity of tunnel air and the volume of air used to ventilate tunnels has been reduced accordingly.

The fact that other harmful exhaust components have not fallen proportionately has meant that they have actually increased as a proportion of the now reduced volume of vitiated air inside tunnels.

The actual performance of the tunnel ventilation systems in relation to motorist safety and comfort has been variable and in some cases is far from satisfactory.

The relatively short Eastern Distributor is moderately smoky and causes significant localised pollution around Palmer, Burke and William St.

The M5 East tunnel is notorious for its in-tunnel conditions drawing adverse comment from multiple health authorities. It has been noted that *"congested conditions in the west end of the westbound tunnel give rise to significant elevations in PM10 levels (sometimes to over 2000 µg m–3) for short periods."* NHMRC 2008

The ventilation systems of the three most recently completed tunnels were built according to the PIARC (World Road Authority) guidelines for "Road tunnels: Emissions, Ventilation Environment" 1995 (variously updated)

It describes a method for estimating the total emissions of the various gaseous vehicle pollutants under various operating conditions.



This document has been replaced by a further updated version (2012) which uses the same methodologies but updates some of the information including new emission rates for types of vehicles likely to be encountered into the future.

The varying degrees of success of the designs of Sydney's tunnels would lead a prudent person question whether these guidelines are, in fact, suitable for use as a design guide into the future.

Of greatest concern is the fact that even the latest document does not treat particulate matter or (more specifically) diesel exhaust as a health issue and does not allow for a determination of the components of particulate matter most implicated as the causes of health impacts such as cancer.

The calculation method is the basis for the estimation of the quantity of pollutants which will be emitted from tunnel stacks and is the crucial input required for all of the various air quality modelling which is carried out to determine likely adverse impacts on both tunnel users and on residents and workers surrounding the tunnel.

This approach does not provide any direct method for estimating particulate matter mass, nor does it allow for the direct estimation of nitrogen dioxide (as opposed to total oxides of nitrogen).

The estimation of nitrogen dioxide depends on assumptions about the rate of conversion of the nitrogen oxide component of total NOx into nitrogen dioxide.

For particulate matter, the guidelines provide a conversion factor to relate particulate matter concentration (as mg.m-1 PM2.5) to observed light extinction (K in m-1): *Diluted exhaust gas (tunnel): K = 0.0047μ.*

According to this relationship, the commonly quoted 'limit' to maintain acceptable visibility, K=0.005m-1, is equivalent to a PM2.5 concentration of approximately 1000μg.m-3.

The EIS document notes the direct usage of this relationship: Appendix E.

"For measurements of visibility or in-tunnel haze, an extinction coefficient of 0.005m-1 based on the recommendations of PIARC for free-flowing peak traffic travelling speeds of 50 to 100 kilometres per hour. Based on the correlation factor recommended by PIARC, this extinction

coefficient is equivalent to an in-tunnel particulate matter concentration of 1.06 milligrams per cubic metre."

If this conversion factor is incorrect, then all of the air quality estimates are necessarily flawed, as are any assumptions or decisions based on them.

But soon after the M5 East tunnel opened, and long before it reached anywhere near its planned capacity, it was obvious that something was severely wrong and that smoke levels in the tunnel were unacceptable to users.

There were frequent reports of motorists suffering distress inside the tunnel and these reports were sufficiently consistent for the NSW Dept. of Health to carry out a study of in-tunnel conditions.

It is worth noting that, so far as is known, the notoriously dysfunctional M5East tunnel has always operated well within the PIARC guidelines, including those for visibility.

As the Cross City tunnel was in the planning stage, it was necessary that this apparent anomaly was examined and its cause determined. What happened is best summarised by this transcribed extract from the EIS document for the Cross City Tunnel.

F6 Action rejects a 'transport plan' that does not treat particulate matter or (more specifically) diesel exhaust as a health issue and does not allow for a determination of the components of particulate matter most implicated as the causes of health impacts such as cancer.

XXXI. Extinction coefficient

Experience by RTA indicates that haze in the M5 East tunnel becomes unacceptable when the extinction coefficient, reported by the M5 East tunnel stack opacity monitor exceeds 0.003m-1. Assuming that the particulate in the CCT will have similar properties to the M5 East tunnel, the relationship between extinction coefficient and PM10; concentrations can be applied to calculate an equivalent extinction coefficient in the CCT.

This relationship was derived from data measured in the M5 East tunnel as shown in Figure 3.

Figure 3. Correlation of extinction coefficient and PM10, concentration obtained from M5 East tunnel discharge stack data.

The relationship shown in Figure 3 differs from that defined by PIARC (1995). PIARC (1995) indicates that an extinction coefficient of 0005m-1 corresponds to a PM10, concentration of l000µg/m3. However, the same PM10, concentration in the M5 East tunnel suggests an extinction coefficient of 0.0025m-1, i.e., approximately half that predicted by PIARC (1995). Unless stated otherwise, all extinction coefficients predicted in this report are based on the M5 East relationship shown in Figure 3. A discussion of the relationship between visibility and fine particles in tunnels is attached in Appendix A.

This conclusion was based on an analysis carried out by the environmental engineering firm Synergetics for the NSW RTA.

It is clear that the PIARC relationship between visibility and particulate matter concentration DID NOT HOLD UNDER THE CONDITIONS FOUND IN THE M5 TUNNEL and that the extinction coefficient to be used for the control inside the tunnel needed to be significantly less if acceptable conditions were to be maintained.

Logic would compel us to assume that it is at least possible that these conditions still exist and that a similar set of investigations would produce a similar result.

Although the discussion is both confused and largely circularly argued, it does, however, confirm that the PIARC method and the particulate matter conversion factor 4.7m2/g is used as the basis its calculations for particulate matter.

The PIARC method ultimately determines the rate of particulate emissions from the values of visibility reduction ('K' or extinction factor) by summing the contributions of the various numbers and types of vehicles using the tunnel, each vehicle contributing to the total reduction in visibility.

Particulate emissions are calculated from this estimate by use of the conversion factor.



The factor is not an absolute measure like mass or length and there is no 'theoretical' or mathematical relationship between the entities.

Rather it is an empirical value which was determined by actual measurement in tunnels in Europe prior to the publication of the 1995 PIARC document.

There is no actual reason why it should remain constant and not vary over time or location or with changes in the composition of exhaust gases.

It is hardly surprising that it may vary under different conditions, due to variations in engine type and design, emission standards, variation in weather conditions and the various types of non- vehicle sourced particulate matter.

It should be a matter of serious concern that the PIARC conversion factor has been used in spite of the experimental evidence based on local conditions and experience, which demonstrate that it is, in fact, unsuitable and inaccurate.

This problem arises, at least in part, from the resistance by tunnel designers to treat particulate matter as a serious health risk and that this risk is best assessed based on an accurate measure of the gravimetric concentration of PM10 or, more importantly, PM2.5.

It is essential that the approach taken by the designers of the Cross City (and the Lane Cove) tunnel be adopted and that all relationships between visibility and gravimetric concentration be based on a locally determined empirical relationship.

A failure to do this could conceivably lead to significant underestimates of likely pollution quantities and concentrations inside the tunnel, which would have serious consequences in a tunnel design which is already pushing the limits of established norms of tunnel ventilation design.

F6 Action rejects a 'transport plan' that ignored the evidence. Unfiltered tunnels and stacks are dangerous to public health.

XXXII. Poor analysis of filtration

According the EIS document community and stakeholder feedback identified the following issues as being of paramount concern:



· *In tunnel air quality, including consideration of filtration as part of ventilation systems*

· *Location of ventilation outlets. Feedback from the community suggested positioning ventilation outlets within industrial areas was preferred*

Given this clearly expressed concern, which is not unique to this project, the cursory way in which the proponents have addressed the issue of filtration shows a disregard of the views and desires of the public, especially considering that the company which is to build the tunnel is intending to install a complex filtration system in the tunnel which it is currently constructing in Hong Kong.

The public is at least entitled to expect that the current capabilities of filtration equipment are accurately reported and discussed and that some evidence be given that the potential use of filtration has been considered and not rejected out of hand.

The comments, conclusions and claims made in the executive summary of the technical paper relating to air quality about the possible utility of 'filtration', its cost, usage, operational efficiency and cost cannot go unchallenged.

Many of the claims and assessments made are either incorrect, tendentiously reported or show a misunderstanding of modern usage.

The EIS states in Appendix E

"The provision of a tunnel filtration system does not represent a feasible and reasonable mitigation measure and is not being proposed. The reasons for this are as follows:

· *The project's in-tunnel air pollutant levels, which are comparable to best practice and accepted elsewhere in Australia and throughout the world, will be achieved without filtration*

In fact the comparison is with the PIARC norms which are not claimed to be "best practice" but rather to an attempt at defining *"the minimum air requirement that is required to ensure adequate in-tunnel air quality and visibility thresholds"*

The in-tunnel air pollution levels are not 'accepted in Australia' by tunnel users. Although the M5East tunnel meets the PIARC criteria, the NHMRC (2008) report notes that *"current levels of PM in some tunnels in Australia (ie the M5East) are in excess of 1000 µg m–3 which is clearly dangerous to health."*

It is believed that the current 'allowable' pollution levels, especially for particulate matter in the presence of nitrogen dioxide, are not adequate to protect the health and comfort of tunnel users.

The EIS also states that:

· *Emissions from the ventilation outlets of the project tunnel will have a negligible impact on existing ambient pollutant concentrations*

This may well be true in the sense that they are not able to be detected by the methods in use supposedly to monitor them but in the past, local impacts from stacks such as the M5East stack at Turrella have caused severe distress to sensitive individuals, in spite of the fact that no impact of pollutants could be detected in the immediately adjacent monitoring station, which was specifically located to attempt to detect such impacts

The NHMRC 2008 report notes *'No clear evidence exists to show that monitoring such as that carried out to assess compliance with air-quality goals, especially for PM10, can reliably predict the size, nature and course of adverse health impacts.'*

The EIS also claims that:

· *Of the systems that have been installed, the majority have subsequently been switched off or are currently being operated infrequently*

It is hard to see this comment as other than an attempt to mislead as exactly the same comment could be made about the jet fans in the tunnel. In any sensible system, equipment is not operated when it is not needed. If the systems are operated infrequently then they are presumably operated as they are needed. The history of the development and use of electrostatic precipitator equipment is long and complicated and cannot be summarized as is attempted here.

Similar can be said of this statement from the EIS:

· *Incorporating filtration in the ventilation outlets would require a significant increase in the size of the tunnel facilities to accommodate the equipment. It would result in increased project size, community footprint, and capital cost. The energy usage would be substantial and does not represent a sustainable approach.*

This is misleading as it implies that filtration in the ventilation outlets would be the appropriate way to deploy such equipment. The problem likely to occur in this tunnel is excessive particulate matter concentrations inside the tunnel (and high cost relating to increased air volumes required to clear it). The most appropriate way to deal with this is by the use of progressive in-tunnel filtration.

The size of the installation depends on the way in which the equipment is deployed. Equipment suitable for use in an exceptionally long tunnel such as the proposed M5 duplication could be installed above the carriage-way in an enlarged fan niche.

The cost of both installation and operation of filtration has been vastly and irresponsibly overstated. The going price, world-wide for electrostatic precipitator equipment supplied and installed is around $A2-3 million per 100m3/sec treated. Energy consumption excluding fans is about 1.5kW per 100m3/sec treated.

The EIS also states that:

· *If compliance with in-tunnel air quality limits cannot be achieved with the proposed ventilation system, the most effective solution will be the introduction of additional ventilation outlets and additional air supply locations. This is a proven solution and more sustainable and reliable than tunnel filtration systems.*

The addition of extra ventilation outlets introduces new issues of external impacts and community resistance. Additional air supply does little to alleviate the problem as no pollutant is removed from the tunnel by this alone.

And it is hardly a “proven solution”. WestConnex tunnels are exceptionally long for an urban, heavy traffic tunnel and is aiming to use a ventilation technique untested on this scale. The countries with most experience with tunnel filtration (Japan and Norway) both claim that progressive in-tunnel filtration has the capacity to reduce the cost of ventilation. In addition it has the capacity to reduce the exposure of drivers to pollution. Reliability is not an issue in properly designed and maintained equipment.

The proposed tunnels for WestConnex are exceptionally long and will carry a relatively heavy load of medium and large trucks. The intention of the operators to depend on basically passive ventilation systems is of concern as, so far as we are aware this system has not been used on this scale anywhere else.



F6 Action considers a 'transport plan' that deliberately exposes the public to dangerous pollutants, due to short-term cost savings, should be investigated for malfeasance.

XXXIII. Failure to meet SEARS

There are several areas in which the HHRA either does not meet the Secretary's Environmental Assessment Requirements (SEARs) related to human health, or it is unclear whether relevant SEARS have been adequately addressed.

- How the design, e.g. relative to other design options, minimises adverse health impacts is unclear.
- There is no specific reference to how the design, or as yet unconfirmed mitigation measures, minimises adverse health impacts.
- It is difficult to objectively assess how the design of the tunnel minimises adverse health impacts.

Given the proposed scale and longevity of the overall WestConnex including the F6 project additional detail for how the chosen project design, relative to other options, minimises adverse health impacts should have been included in this EIS.

XXXIV. Issues with the HHRA

There are a number of areas in which the HHRA fails to consider significant health impacts and risks associated with the F6 Extension, and therefore cannot be considered fit for purpose.

XXXV. Failure to assess impact of filtering ventilation stacks

Air quality (and resulting health impacts) once the tunnels are in operation was not assessed with the inclusion of filtration, or other pollutant reduction measures, in the tunnel exhaust stacks. As a result, the potential benefit to human health of including filtration has not been objectively assessed.



In addition to providing potential physical and clinical benefits from reducing pollution exposure, there are psychological health benefits that should also be taken into consideration when evaluating the worth of installing pollution abatement measures in the stacks.

Furthermore, the Protection of the Environment Operations Act 1997 of NSW (1997) states that, amongst its objectives, are: *"to protect, restore and enhance the quality of the environment in New South Wales, having regard to the need to maintain ecologically sustainable development"*, and *"to reduce risks to human health and prevent the degradation of the environment by the use of mechanisms that promote the...making of progressive environmental improvements, including the reduction of pollution at source."*

Omission of in-stack pollution reduction measures in the air quality and HHRA considerations of the HHRA is not consistent with the policy objectives of the Protection of the Environment Operations Act 1997 of NSW. It is not appropriate to use logic that relies on existing bad (and non-compliant) air quality, and the attending health risks not getting any worse to justify the project or not evaluating the inclusion of pollution abatement equipment.

F6 Action rejects a 'transport plan' that does not properly asses the short-term and long-term filtration costs on the basis of health impacts and drain on our public health system.

XXXVI. Over-reliance on vehicle emission exhaust data

Given the revelations of vehicle manufacturers to significantly (perhaps by as much as 50%) understate pollutant emissions, we question whether vehicle exhaust data used in the dispersion modelling to predict levels of community exposure are sufficiently robust to provide an accurate estimation of exposure.

F6 Action rejects a 'transport plan' that has ignored these findings published for some years.



XXXVII. Compliance vs risk assessment

Health effects of all other compounds chosen for assessment have been evaluated largely by compliance with air quality guidelines. Such a screening compliance assessment does not necessarily evaluate the actual risks or impacts to health. It is not sufficient or appropriate for a project of this scale.

Other serious concerns regarding the method of assessment used to evaluate risks and impacts to human health in the HHRA include:

- The justification for choosing the guidelines is not in the HHRA. For a project of this scale, it would be expected that a detailed explanation of the data underpinning the guideline value and why it is appropriate for judging the health effects (and not only compliance with a guideline) to people be provided. Included should be a scholarly exposure-response assessment (i.e. the effects that a substance may cause at exposure concentrations other than the effect used to set the guideline). The EIS should have included appropriate justification for choosing a guideline over a different one. A scholarly justification should also have been provided for the selection of the guidelines used in the HHRA with regards to what health effects are associated with a substance and how the guidelines are protective of acute and chronic health effects.

- For a number of the pollutants that may be in stack emissions, the averaging times of the guideline may not be pertinent for assessing short term health impacts – particularly for the assessment of eye and respiratory tract irritation from exposure to individual substances, and as a mixture. For example, acetaldehyde and formaldehyde were assessed against 1-hour guideline values derived by different states in the USA, but elicitation of sensory irritation can occur with very brief exposure, i.e. within 5-10 minutes (NHMRC 2006). Even though the irritation may be relatively mild, manifested as itchy eyes or a tingling nose, it can affect general amenity and wellbeing if it happens often and in conjunction with odour (see below). In this situation the effect should be considered adverse (NHMRC 2006). The risk of sensory irritation be assessed for all relevant compounds, and as a mixture.

- Missing from the HHRA is a serious evaluation for odour impacts. Repeated, unwanted odour can have significant bearing on the amenity of communities. It is well recognised that the health effects associated with malodour or unwanted odour are not of a clear toxicological nature but are an effect on wellbeing and include such non-specific symptoms

such as headache, mental fatigue, stress and perceived irritation (NZ MfE 2002, TCEQ 2015). Providing the air concentration of odour is sufficient, only very short exposure times are required to experience an odour event, in the order of a few seconds. The assessment is deficient in that biologically relevant exposure concentrations (brief exposures to peak concentrations) of mixtures of air pollutants have not been considered. Odour impacts be assessed for the mixture of relevant compounds.

- Also missing from the HHRA is consideration of elicitation of an asthma response that does not necessarily requiring a visit to a hospital emergency department. A wide range of other health effects and health measures including mortality for different age groups, chronic bronchitis, medication use by adults and children with asthma, respiratory symptoms including cough, restricted work days, work days lost, school absence, and restricted activity days have also been associated with PM exposure. The report indicates while these associations have been identified the exposure-response relationships established are not as strong as those used in the assessment for quantitative evaluation. The available baseline data do not include information for many of these health effects, making it impossible to undertake a quantitative assessment. Other indicators of acute health effects to PM (i.e. <24 hours in duration) than hospitalisation or respiratory mortality should have been considered as part of this EIS, because substantially more persons are likely to be affected (NHMRC 2006). Notwithstanding that the health impacts from PM have apparently been agreed in consultation with the NSW Department of Health, we believe such consultation established the minimum health effects that should be examined, and should not limit health risk assessment to only those 'agreed' effects. This could be done by acknowledging that exposure to PM (and NO2) should be somewhat less than the 24-hour guideline. The assessment for PM should include effects other than hospitalisation prevalence and mortality for shorter-term exposures.

F6 Action rejects a 'transport plan' that has not properly assessed health impacts.

XXXVIII. Choice of chemicals included in HHRA

Not all pollutants relevant for assessing the impact of tunnel emissions have been included in the HHRA, or have been reasonably/objectively dismissed as having possible negligible impact.



For example the Australian Motor Vehicle Emission Inventory for the National Pollutant Inventory (NPI) (Smit 2014) lists 116 pollutants, included are metals and 14 carbonyl compounds. However the HHRA does not consider metals at all, and only two carbonyls (acetaldehyde and formaldehyde) are included. Of note is the inventory does not include the wear release of compounds entrained within tyres and brake pads that become resuspended in air and emitted from the tunnel stacks. Various authors (e.g. Sternbeck et al. 2002, Lough et al. 2005, Grigoratos and Martini 2015) have found brake wear to be a major emission pathway for some metals. A consensus statement from an international workshop held in June 2011 concluded that wear-related PM emissions that contain high concentrations of metals may (despite their limited contribution to mass of non-exhaust emissions) cause significant health risks for the population, especially those living near intensely trafficked locations (Denier van der Gon et al. 2012).

XXXIX. High-rise exposure

There is no genuine discussion in the HHRA regarding the potentially different exposure profile for people who may be living above ground in medium-to high-rise apartments. The air quality modelling has projected ground level concentrations. Current and future development of the area with more people inhabiting apartment buildings could affect the exposure profile for this sector of the population, particularly if windows are open to allow air flow through the apartments. This is particularly significant given the high-rise development at Kogarah, Arncliffe, Wolli Creek and potentially Cooks Cove. The HHRA in this EIS cannot be considered fit for purpose unless it considers how exposure and resulting risk profile for people living above-ground level in apartment buildings may be different from that discussed in the HHRA.

XL. Lack of quantitative assessment of construction scenarios

Quantitative assessment of construction scenarios and lay-down areas has not been undertaken in the HHRA. The question arises how the construction management plan will ensure negligible health effects from potential dust impacts on nearby residents. For example drilling and grinding sandstone or other hard rock creates small biologically active silica particulates which have carcinogenic potential (QLD WH&S 2009, Safe Work 2013). Public exposure to these particulates has not been considered in the HHRA.



As a result, the EIS contains no details as to how public exposure to such substances is to be minimised or preferably avoided entirely throughout the construction process if the project proceeds. Such conditions should include, at a minimum, requirement for measurement of respirable crystalline silica and adherence at the construction boundary to the Victorian ambient air standard (VIC EPA 2007) of 3 µg/m3 as PM2.5 (as NSW does not have an equivalent criteria); installation of vehicle washes, especially wheel washes, before leaving construction areas and entering public roads; and a minimum moisture content of trucked spoil of 10%.

F6 Action rejects a 'transport plan' that also exposes their workers and residents to dangerous silica dust.

XLI. Averaging time used for calculation of incremental risk of NO2 and PM

The calculation of incremental change in individual risk from modelled change in NO2 and PM concentrations has been undertaken in the HHRA using several short-term and long-term health endpoints. Many of the concentration-response functions from the literature which have been used in the HHRA are related to a daily maximum concentration (for NO2) or daily average concentration (for PM). However, the HHRA has used a change in annual average NO2 and PM for assessment against the short-term health endpoints. This is inappropriate, and is likely to be diluting the exposure and therefore the estimation of potential risk.

XLII. In-tunnel health risk assessment

The modelled in-tunnel concentration data are provided as maximum 1-hour average concentrations. However, the in-tunnel criteria which are used to judge the potential for health impacts are related to shorter averaging times. Comparing the two is inappropriate. In addition, the HHRA states the ventilation system in the tunnel has been designed so as not to exceed the in-tunnel criteria. However for NO2, it is clearly evident that the in-tunnel criteria would be exceeded, since there are instances where the modelled maximum 1- hour average already exceeds the 15-minute criteria chosen as the guideline for HHRA.



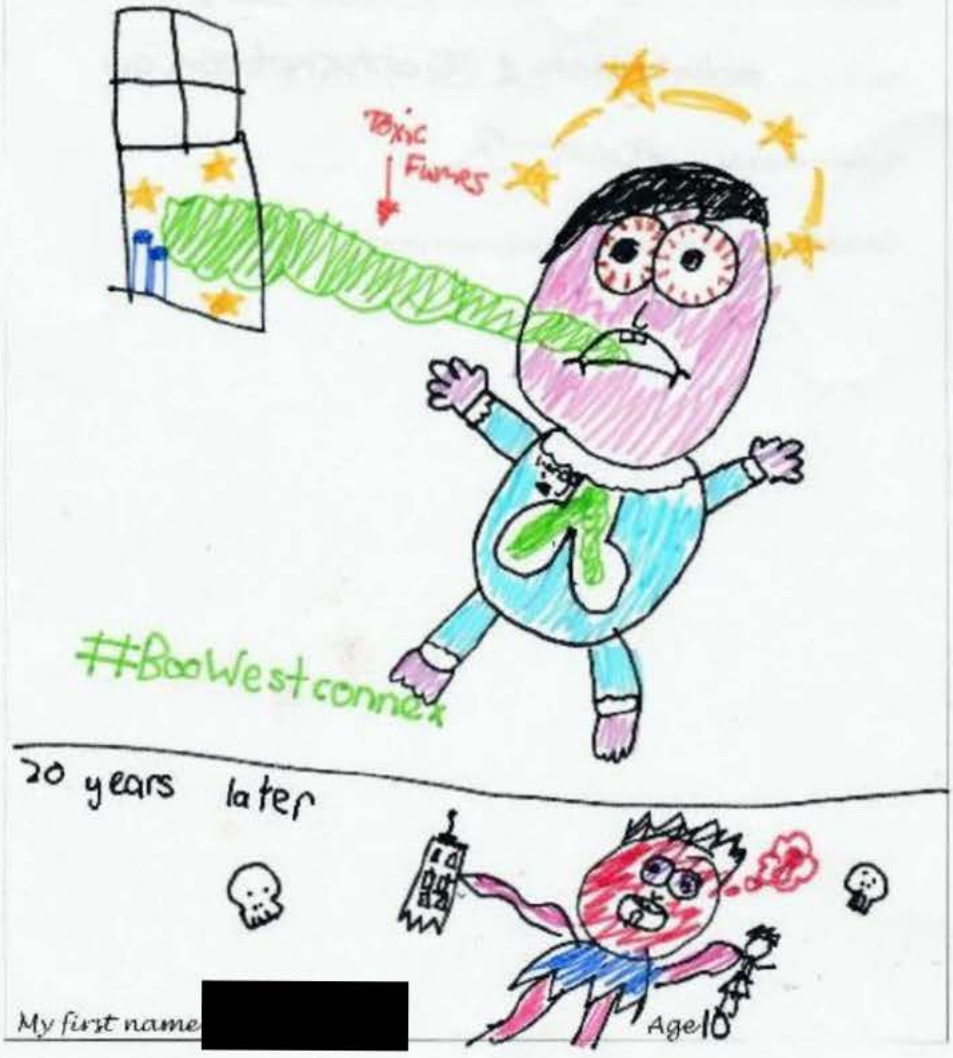
The HHRA rightly concludes there may be a health risk for people who travel through the tunnel. The advice for management of this risk to asthmatics is to keep windows up and air conditioning on recirculation. This management approach is inadequate, as it does not protect motorcyclists or other people not travelling in fully enclosed vehicles. Perhaps more importantly, the first point of exposure management should be improving the tunnel design and engineering controls to minimise exposure by reducing pollutant concentrations in the first place.

An 'in-tunnel' worst-case exposure scenario that addresses ventilation decrease, or failure, has not been included in the HHRA. It is also noted that NSW Health commented in their requirements that in-tunnel exposures for vehicle occupants and motorcyclists be assessed, and that the assessment should include consideration of all reasonable and feasible mitigation measures. An objective assessment of all feasible mitigation measures does not seem to have been provided.

F6 Action formally and strongly objects to both the health impacts of the overall WestConnex including the F6 Extension, and to the way in which this HHRA has been conducted. We ask the Minister for Planning to reject the F6 Extension.

Secretary
NSW Department of Planning and Environment
GPO Box 39, Sydney NSW 2001
Submission to DP & E Project Number: SSI-11_6788 WestConnex New M5

I object to the westconnex project because



My first name [redacted] Age 10

Mum or Dad to sign the back of this letter



XLIII. Case study – St Peters Primary

The lived outcomes at primary schools such as Haberfield [106]and St Peters – highly exposed to years of WestConnex construction and then later unfiltered exhaust stacks - has parents at Arncliffe, Rockdale, Kogarah and Brighton-Le-Sands very concerned for the health and safety of their children exposed to the F6. Given the track record of complete disregard of the community by RMS and WestConnex, St George and Bayside expect nothing different.

In 2015, an air monitor was placed at St Peters school. The purpose of this monitor was to collect data for the New M5 and M4.M5 EIS. Parents at the school were very concerned about the health impacts of WestConnex both its construction and its long term impacts. In response to their concerns, the New M5 Community Engagement team made assurances in writing that the school community would receive these results. This has never occurred. Instead, broad monthly reports have been posted on a WestConnex and Air quality page, often many months after they were prepared and with no explanation. The reports are in PDFs and are not linked in any further analysis to enable the community to make sense of the data. Wendy Bacon and open data analysts Luke Bacon and Henare Degan have analysed the results to produce these reports:

http://www.wendybacon.com/2018/dangerous-pollution-at-st-peters-school/
http://www.altmedia.net.au/westconnex-pollutes-primary-school/131975

The reports show that compared to other OEH monitors in Sydney, the St Peters monitors recorded higher levels of PM 2.5 during the period of extreme odours in St Peters (early 2017, discussed in an earlier section). Why were parents never given this information? This seems a significant oversight. Levels of PM 10 climbed after construction began and consultants Pacific Environment did find that it was likely that local construction was responsible for daily exceedances of national limits of PM 10. This was not predicted in the New M5 EIS. This provides some evidence to explain why the anecdotal experience of health impacts is worse than the official statement that health impacts would be 'temporary' and / or mitigated by standard management practices.

The lack of information provided to parents has been a source of tension within the school, some parents believing that the school community has been discouraged from making their concerns about pollution at the school public known due to community grants from WestConnex. At a public meeting in St Peters in early August 2018, parent Christina Ho expressed her

[106] http://www.wendybacon.com/2018/nitrogen-dioxide-spikes-at-haberfield-school-an-ecotech-error-or-a-national-exceedance/

disappointment with the failure of the school to provide leadership to the parents in seeking access to air quality data that would enable them to assess the health risks.

From a public accountability point of view, the lack of information that has been made available to residents in St Peters has been intolerable. Many have complained of health impacts including on their young children. [107]

F6 Action rejects a 'transport plan' that disregards the health and safety of our children.

13. Social Impacts

F6 Action strongly objects to the F6 project, and to the broader WestConnex scheme. The social and environmental impacts described in the EIS are unacceptable and far outweigh any alleged benefits of the project.

The importance of Community Values. WestConnex and the F6 Extension wants to destroy the very things we value – our enjoyment of our parks and greenspaces. The loss of significant trees. In a highly urban environment, the limited greenspace remaining is precious. Instead, it is planned for visually divisive motorway operation complexes, spaghetti interchanges and huge unfiltered exhaust stacks that are a constant reminder of the danger to our health.

The style of wording contained in the *Social and Economic Impact Report* is NOT the impartial assessment of a project determining 'given these social impacts, should the project go ahead?' but instead 'assuming the project goes ahead what will the impact be?'

It is damning that there are no real benefits to the community.

On completion of the F6 Extension all stages, there will be significant impacts on the enjoyment and connectivity of our homes and suburbs:

- *Loss of own or neighbours' homes*
- *Loss of businesses impacting local employment opportunities*
- *Significant loss of parks, trees and greenspace – contributing to the heat island affect*

[107] http://www.altmedia.net.au/westconnex-pollutes-primary-school/131975

- *Significantly increased traffic on local roads inhibiting residents' ability to navigate within suburb*
- *Increased traffic noise on local roads causing sleep disturbance and inability to open windows*
- *Increased traffic noise from the motorway likewise causing sleep disturbance*
- *Increased pollution from unfiltered exhaust stacks and from induced traffic impacting health*
- *Increasing incidence of pollution hot spots.*
- *Continued car dependency due to lack of public transport investment*
- *Lack of independence for non-drivers, remaining reliant on parents or family for transport.*
- *Visually divisive motorway structures dominating our suburbs*
- *Demonstrated lack of commitment for urban rehabilitation that benefits the community*
- *Lost opportunity to have invested in public transport that would have made Sydney great and benefited millions of people (not just the financiers and toll road operators).*
- *Lost opportunity to divest more freight onto rail rather than road*

The loss of sense of place. The loss of the amenity and enjoyment of our homes and suburbs. The loss of those things that a community holds most dear, that loss being our parks and trees. The dominant obtrusive motorway operation complexes. Unfiltered exhaust stacks.

The cumulative impacts of successive road projects have on communities has not been factored. In a new century where the rest of the world is realising that the reduction of car use means a more liveable city, yet Sydney is doing the opposite.

XLIV. Health

We need to develop regional and suburban mini-cities which provide:

- opportunities for people to work and play closer to home
- transform building stock to net zero emissions
- promote active modes of transport, such as walking and cycling

- deliver more public transport services with improved access
- set ambitious targets for urban greening to create cooler microclimates and improve air quality in urban areas. [108]

The F6 extension proposal fails all of the above to create a liveable, sustainable and productive environment.

The impact of on health was one of the most consistent themes in 500 submissions to the ongoing Parliamentary Inquiry to WestConnex. The majority focused on air quality. Many were concerned about children's health – relating to both the proximity of schools to WestConnex works and the loss of green space and its impacts on physical activity. Submissions also raised issues of noise, traffic accidents, stress, reduced physical activity, sleep disturbance and odour, often in quite disturbing detail. [109]

Health is a human right, a vital resource for everyday life, and key factor in sustainability. Health equity and inequity do not exist in isolation from the conditions that underpin people's health. The health status of all people is impacted by the social, cultural, political, environmental and economic determinants of health. Specific focus on these determinants is necessary to reduce the unfair and unjust effects of conditions of living that cause poor health and disease. [110]

The Public Health Association Australia (PHAA -NSW Branch) expressed their concerns to the Inquiry that the cost benefit analysis (CBA) for WestConnex has failed to adequately consider the wide range of health impacts that such a massive road project brings. There has been a failure to present alternatives to this project by which to compare the cost-benefit ratio. Transport infrastructure, and thereby large infrastructure projects, have an immense impact on public health by shaping the environment in which we live, work, move and socialise, including:

- safety and the likelihood of injury

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108 http://www.grandchallenges.unsw.edu.au/sites/default/files/uploads/UNSWA_224086_Climate%20change%20blueprint%20project_AirPollution_FINAL.pdf

109 https://theconversation.com/amp/health-impacts-and-murky-decision-making-feed-public-distrust-of-projects-like-westconnex-106996?fbclid=IwAR0RIsRYYtdx119DpitS2UBBiPDqctkGqRNCH6A-PKviJBad1OG924V-jUg

110 https://www.parliament.nsw.gov.au/lcdocs/submissions/62069/0381%20Public%20Health%20Association%20of%20Australia%20PHAA_Redacted2.pdf

- environmental conditions (changes to air, water, noise and soil quality)
- climate change
- facilitation / barriers to physical activity through active transport among other healthy behaviours
- social connectedness (to people and places)
- mental wellbeing (stress)
- access to goods and service - opportunities for employment. [111] [112] [113] [114] [115] [116] [117]

Transport investment decisions also influence whether these impacts are experienced equally by different population groups, including by age, gender, socio-economic status and/or geographic location.

Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight."

Concentrating business and recreational opportunities in one part of a city has led to congestion and high house prices, creating "transport poverty" in suburban and remote regions.

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[111] Giles-Corti B, Vernez-Moudon A, Reis R, Turrell G, Dannenberg AL, Badland H, et al. City planning and population health: a global challenge. The Lancet. 2016;388(10062):2912-24

[112] Nieuwenhuijsen MJ. Urban and transport planning, environmental exposures and health-new concepts, methods and tools to improve health in cities. Environmental Health. 2016;15(1):S38.

[113] Thomson H, Jepson R, Hurley F, Douglas M. Assessing the unintended health impacts of road transport policies and interventions: translating research evidence for use in policy and practice. BMC public health. 2008;8(1):339.

[114] Litman T. Transportation and public health. Annual review of public health. 2013;34:217-33.

[115] Frank LD, Sallis JF, Conway TL, Chapman JE, Saelens BE, Bachman W. Many pathways from land use to health: associations between neighbourhood walkability and active transportation, body mass index, and air quality. Journal of the American Planning Association. 2006;72(1):75-87.

[116] Badland HM, Rachele JN, Roberts R, Giles-Corti B. Creating and applying public transport indicators to test pathways of behaviours and health through an urban transport framework. Journal of Transport & Health

[117] Anciaes PR, Jones P, Mindell JS. Community severance: where is it found and at what cost? Transport Reviews. 2016;36(3):293-317



"There does come a point where you can't simply keep putting more and more cars on the road or use trucks, which of course are mostly diesel, to deliver freight," Australia's chief scientist, Ian Chubb.

"There does come a point where traffic congestion becomes so great that cities grind to a halt and pollution particles ... make residents chronically ill," he continued. "Some experts say that we're starting to reach that tipping point in urban mobility and urgent action is needed."

"Fringe developments are characterised by low housing and low employment density, limited (if any) mixed-use development and poor access to public transport," the report said. "Together this increases distances between where people live and where they need to travel for work, shopping, socialising and recreating. In these motorcar dependent neighbourhoods, residents are at risk of transport poverty."

Dependencies on cars add to obesity and other health problems, a cost not included in the cost / benefit analysis for WestConnex.

> "Having safe, liveable cities that people can walk around feeling safe, people can move around freely, that is a huge economic asset. It is not just a touchy-feely thing at all," Former Prime-Minister Turnbull said.

F6 Action rejects a 'transport plan' that encourages more cars into our inner city.

XLV. Odours

Section 9.5 "The source of odour for this project is the release of hydrogen sulphide gas when the excavation activities disturb an historical landfill site. This is in the area north of President Avenue and west of West Botany Street which will be disturbed as part of the construction of a cut and cover tunnel".

The F6 Extension has been designated as critical State Significant Infrastructure under the EPA Act. This means that the project is exempt from local government and other planning laws and requirements, and the application of many enforcement measures, such as the power of the Environment Protection Authority to issue stop work notices for breaches of environmental licenses. Judicial review processes are also limited.



These provisions of the EPA Act assume public accountability for the projects, and were designed to apply to public projects undertaken by Government bodies, not private corporations with profit motivations. This is unacceptable. A Government undertaking a critical Significant State Infrastructure Project is subject to compliance and disclosure pressures through Parliament, which private corporations are not.

The private structure adopted by the Government for the project has resulted in contractors knowing they are immune from prosecution and judicial review, therefore being able to weigh up the cost of fines for breaches against their contractual obligations to build the project.

An example of this is the breaches by CPB Contractors in the remediation of the St Peters Interchange knowing that the EPA has no powers to issue a stop work order. The EPA has had no option but to take legal proceedings against CPB Contractors for their breaches, currently underway, but which will likely take years to go through the courts, and is of no benefit to the residents who were exposed to the odours ensure the EPA could stop works causing serious environmental damage.

Private corporations with no obligation to public health and financial motivations were not intended to be exempt. It should also be noted that it took hundreds of complaints from residents for the EPA to take legal action, and requires those residents, already so terribly impacted, to provide affidavits and spend many hours with the EPA for the action, further compounding the impact on them.

It is clear that in adopting the private corporation structure for the project, the Government was only concerned about the privatisation of the project, and did not consider (or give any weight to) the legal, social and environmental impacts this structure would necessarily have.

XLVI. Noise Impacts

Noise emanating from all the WestConnex sites are a huge issue. Studies show that the potential health effects of noise pollution are numerous, pervasive, persistent and medically and socially significant. Noise produces direct and cumulative adverse effects that impair health and that degrade residential, social and working environments with corresponding real (economic) and intangible (well-being) losses.



Noise represents an important public health problem that can lead to hearing loss, sleep disruption, cardiovascular disease, social handicaps, reduced productivity, negative social behaviour, annoyance reactions, absenteeism and accidents. It can impair the ability to enjoy one's property and leisure time and increases the frequency of antisocial behaviour.

Noise adversely affects general health and well-being in the same way as does chronic stress. It adversely affects future generations by degrading residential, social, and learning environments with corresponding economic losses. The aim of enlightened governmental controls should be to protect citizens from the adverse effects of airborne pollution, including those produced by noise. People have the right to choose the nature of their acoustical environment; it should not be imposed by others. (PDF) " Noise Pollution & Human Health: A Review ". Available from: https://www.researchgate.net/publication/319329633 Noise Pollution Human Health A Review

The EIS states that "Exceedances of the operational road traffic noise criteria are expected for a total of 109 receptors (including residential and educational facilities). Affected receptors may therefore be eligible for consideration of at-property noise attenuation." *'May' being the operative word.*

It should be made clear also that raising President Ave land will cause tremendous noise overspill from the exit into surrounding low lying residential areas. Already residents can hear events being held at Bicentennial Park, as far away as close to Princess Highway as the land slopes slowly upwards from the lowest point at Bicentennial Park.

Furthermore, the use and enjoyment of Bicentennial Park will deteriorate as "increased noise levels in proximity to Bicentennial Park and Scarborough Park North may affect a person's desire to use the parks in the future given elevated noise levels"

How is RMS going to ensure that the noise in operation from the raised exit does not make life unbearable for residents? We object to the lack of such modelling in the EIS response.

Despite assurances contained in the EIS for in-house noise treatment, the reality for communities across the route is quite different.

Case studies were tabled at the Parliamentary Inquiry detailing the many complaints of delays, errors and downgrading of at-property noise abatement measures offered to

residents affected by the New M5 St Peters construction and operational noise. Residents were subjected to daily demolition noise and dust, piling and construction noise, and many weekend and all-night heavy construction noise. Construction is well under way but the at-home property noise abatement measures promised to residents still have not been agreed with many residents, let alone completed.[118]

Will residents impacted by the F6 Extension at Kogarah, Rockdale, and Arncliffe fare better than those at St Peters and Haberfield?

F6 Action rejects a 'transport plan' that routinely fails to comply with conditions of approval.

XLVII. Climate Change

The "Delivering Sustainable Urban Mobility" reports written by the Australian Council of Learned Academies (Acola), and is the eight report into securing Australia's future. [119]

It has issued a stark warning on funding road projects over public transport.

"Urbanisation and climate change are converging in dangerous ways. Cities cover less than 2% of the earth's surface, but consume 78% of world energy and produce more than 60% of all carbon dioxide," the paper said. "Both cities and their transport systems contribute to and are impacted by climate change."

It noted that while Australian cities were routinely at the top of global "liveability" lists, they create large carbon footprints.

Fuel dependency also constitute a national security risk, the report warned.

"Australia has small and declining fuel stocks, holding no more than three weeks' supply of oil and refined fuels onshore," it said. "This might be regarded as a major national risk."

[118] https://www.parliament.nsw.gov.au/lcdocs/submissions/62132/0436%20WestCONnex%20Action%20Group_Redacted.pdf

[119] https://www.theguardian.com/australia-news/2015/oct/07/australia-must-spend-more-on-public-transport-to-secure-future-report



Concentrating business and recreational opportunities in one part of a city has led to congestion and high house prices, creating "transport poverty" in suburban and remote regions, the report said.

"Fringe developments are characterised by low housing and low employment density, limited (if any) mixed-use development and poor access to public transport," the report said. "Together this increases distances between where people live and where they need to travel for work, shopping, socialising and recreating. In these motorcar dependent neighbourhoods, residents are at risk of transport poverty."

The report recommended that governments take a three-pronged approach to urban planning:

- Reduce or avoid need to travel by creating "polycentric" cities which have more than one city centre
- Shift to more environmentally-friendly modes of transport
- Improve the energy efficiency of transport modes and vehicle technology

The federal government has been under pressure to tighten Australia's fuel emissions standards, in the wake of the European Volkswagon carbon cheating scandal.

F6 Action objects to the increase in emissions WestConnex, including the F6 Extension, will cause, and the worsening of climate change that will result. We fundamentally reject the proponents' allegation that WestConnex will improve air quality and reduce emissions.

F6 Action further rejects the EIS approach of analysing the impact of climate change on the F6 Extension NOT the impact this road will have on climate change.

This beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.



22.2.1 Climate change and greenhouse gas policy setting

National policy

In 2015 the Australian Government announced its commitment to a target of reducing GHG emissions by 26 to 28 per cent below 2005 levels by 2030, building on its previous target of five per cent below 2000 emission levels by 2020, irrespective of what other countries do. The Australian Government submitted this new target as its intended nationally determined contribution to the United Nations Framework Convention on Climate Change (UNFCCC) for negotiation at the 21st Conference of the Parties (COP21) held in Paris in December 2015. The Australian Government ratified its commitment to the Paris Agreement on 9 November 2016.

The Australian Government's Direct Action Plan sets out how the 2030 emissions reduction target will be achieved. The Emissions Reduction Fund, as part of the Direct Action Plan, aims to reduce Australia's GHG emissions by creating positive incentives to adopt better technologies and practices to reduce emissions.

The EIS assumes an increase in vehicle kilometres travelled (VKT) in the WestConnex domain. Increasing road capacity will directly increase VKT. As a result, air pollution worsens.

The EIS calculates the vehicle kilometres travelled (VKT) for light vehicle traffic (cars, vans and motorbikes) and heavy vehicles (trucks and buses) will increase if WestConnex is built compared with if it was not built.

The EIS also provides calculations made about vehicle types, their fuel consumption and their speed and concludes that, despite these massive increases in VKT, there will be a decrease in overall fuel use.

These predications of lower fuel use thanks to WestConnex underscores the proponent's claims that vehicle greenhouse emissions will be lower with WestConnex than without it. The EIS predicts that PM2.5 emissions in the WestConnex domain will decrease by while VKT increases.

The proponent alleges that because traffic will be flowing freely rather than stuck in a jam, less fuel will be used. This argument has been thoroughly discredited for years. What matters is VKT. Higher VKT means higher greenhouse emissions.

F6 Action formally and strongly objects to the increase in greenhouse gas emissions and the worsening of climate change that will result if the WestConnex, including the F6, is built. We ask the Minister for Planning to reject the F6 Extension.



XLVIII. Cars are welcome, people are not

In the article "The impact of Road Widening on the Local Economy" by Dom Nozzi [120](2013) describes the impact increasing road capacity has on the **LIVABILITY** of a city:

"That the "habitat" intended to make cars happy is, conversely, one of the most powerful ways that quality of life in a community is damaged." A quote from Dom's book *Road to Ruin* that the best invention humans have come up with (short of aerial carpet bombing) to destroy community quality of life. Widening a road inevitably creates a "For Cars Only" ambience. It creates a "car habitat" that screams "CARS ARE WELCOME. PEOPLE ARE NOT."

The car habitat makes for a world that repels humans. Huge asphalt parking lots. High-speed

Highways. Sterile dead zones which form "gap tooth" tears in the fabric of a town center. Large amounts of air and noise pollution. Awful levels of visual "Anywhere USA" blight. Worsened safety — for pedestrians, bicyclists and transit users, that is.

And worst of all, because a person in a car consumes, on average, about 19 times as much space as a person sitting in a chair, places designed for cars lose the comfortable, compact, enclosed, charming, human-scaled, vibrancy-inducing spacing and place-making that so many people love to experience.

As David Mohney once said, the first task of the urbanist is controlling size.

One consequence of this worsening quality of life that comes from widening a road to improve conditions for cars: The quality of the public realm worsens to the point where American society is noted for growing levels of retreating from the public realm and a flight to the cocooning private realm.

Given this, road widening and the substantial increase in auto dependency that the widening induces sends the quality of life of a community into a downward spiral. And that, in my opinion, is toxic to the economic health of a community.

Note that road widening inherently creates increased auto dependency because big, high-speed, "happy car" roads create what economists call a "barrier effect." That is, big and high-speed roads make it more difficult to travel by bicycle, walking or transit. So wider

[120] https://domz60.wordpress.com/2013/08/13/the-impact-of-road-widening-on-the-local-economy/



roads recruit new motorists in a vicious, never-ending cycle of widening, more car dependence, more congestion, more calls for widening, etc.

F6 Action rejects a 'transport plan' that reduces our urban livability

XLIX. Cumulative Impacts of building more Roads on Communities

Christopher Standen (2015) "Although the economic, social and environmental costs of each individual motorway (as reported in an EIS) may be considered by some stakeholders to be acceptable, the cumulative costs are considerable:

1. Following decades of road expansion and consequential sprawl, Sydney now spends about 13% of its GDP on transport, while the average European or Asian city spends only between 5% and 8%.
2. Serious human health impacts due to petrochemical vehicle emissions/smog, including:
    1. Lung cancer,
    2. Asthma
    3. Heart disease,
    4. Impaired lung and nervous system development in children living near motorways/exhaust stacks.
3. Waterways contaminated with road runoff (heavy metals and carcinogens in brake and clutch dust, exhaust particulates, etc.).
4. High traffic crash costs (deaths/traumatic injuries and material damage).
5. Urban sprawl and increasing commuting distances.
6. Social isolation for non-drivers living in car-dependent suburbs.

7. Increasing numbers of people losing sleep due to traffic noise pollution.
8. Impacts on visual amenity (pollution stacks, concrete interchanges, concrete flyovers).
9. Extreme summer temperatures (urban heat island effect).
10. Community destruction and severance
11. Destruction of heritage areas/buildings.
12. Irreversible biodiversity loss.
13. Less incidental physical activity from walking and bicycling (including to/from public transport), resulting in higher rates of obesity, diabetes, cancer and heart disease.
14. Increased chauffeuring burdens for parents and carers
15. Less independence for children.
16. High per-capita greenhouse gas emissions

F6 Action rejects a 'transport plan' that impacts community connectivity and mobility.

L. Failure to address overlap in Project impacts

There are overlaps in the construction periods of the New M5, the M4/M5, F6 Extension 3 stages and Sydney Gateway for St Peter's, Arncliffe and Kogarah residents that are not properly explained nor their impacts analysed in this EIS.

The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods. It is unacceptable that residents should have these prolonged periods of exposure to more than one project. This is a failure to comply substantially with the SEARS requirements.



The Haberfield Public School P&C gave harrowing testimony at the Parliamentary Inquiry on what it is like to live in a long-term construction zone [121] *"Since 2016, our community has suffered a wide range of negative consequences as a result of the construction activities associated with the M4 East development. Last year, we learnt the extent to which we would be subject to ongoing impacts as a result of the M4-M5 Link stage. In total, we will be feeling the impact of this project for nearly 10 years..In brief, our community now lives with:*

• constant construction noise – this includes daytime noise that makes backyards unusable and working from home difficult, and night-time noise - sometimes for more than one night in a row - which leaves children and their parents exhausted from disrupted sleep. Much of the night-time noise has arisen from utilities work, which in the M4 East stage has not had to abide by the same requirements as those applied to the work by the contractors (another significant process flaw).

• increased heavy and light vehicle traffic - an ongoing issue for the school is WestConnex workers parking out our streets, which has led to more erratic driving behaviour by parents as they try desperately to find a parking space or back up near the two-minute pick-up zones near the school. There have also been incidents of 'truck and dog trailers' driving through residential streets, including right past the school on at least one occasion, in contravention of requirements.

• constantly changing road conditions – streets are blocked off with little notice and road conditions constantly change, making usual routes unavailable and leading to traffic blockages and longer journey times.

• pedestrian danger – trucks moving in and out of construction sites has led to an increase in pedestrian danger for students and their families walking to and from school.

• high levels of dust and air pollution – poor air quality has created health problems for many families, with children and adults having to take medication for respiratory conditions that were not present before construction began. Many parents report that the contractors are not abiding by conditions of approval to mitigate dust, such as watering down dirt piles on the construction sites. Indeed, the air quality monitoring station installed at Haberfield Public School shows our community suffers from some community suffers from some of the

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https://www.parliament.nsw.gov.au/lcdocs/submissions/62061/0373%20Haberfield%20Public%20School%20P%20and%20C%20Association%20redacted.pdf

worst air quality in Sydney! For instance, the annual average rolling level of PM2.5 has stayed well above the ambient air quality goal almost since the day the station was switched on. And repeated requests to SMC and other authorities to provide an explanation have yielded no response.

• ongoing stress and frustration – people feel disempowered by the consultation and approval processes and are suffering greatly from the cumulative effects of WestConnex construction and 'complaint fatigue'.

F6 Action strongly objects to the long-term construction and then operational impacts imposed on families.

LI. Inter-generational equity

23.3.2 "that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations".

There is a clear inconsistency between the central ethic of sustainable development, as espoused in many government policy statements and intergovernmental agreements, and the means proposed by environmental economists to achieve sustainable development—valuation of the environment and the use of economic instruments.

Equity is about fairness: Equity derives from a concept of social justice. It represents a belief that there are some things which people should have, that there are basic needs that should be fulfilled, that burdens and rewards should not be spread too divergently across the community, and that policy should be directed with impartiality, fairness and justice towards these ends.

All these considerations suggest that future generations may not be better off with wealth rather than a rich environment; that environmental quality is not something that can be swapped for other goods without a loss of welfare and that natural and humanmade capital are not perfect substitutes for one another. [122]

122
https://ro.uow.edu.au/cgi/viewcontent.cgi?referer=https://www.google.com.au/&httpsredir=1&article=1030&context=artspapers&sei



WestConnex and the F6 Extension is not in the public benefit. A motorway, instead of the public transport we need is incongruous with the changes in travel patterns, as indicated in the earlier section.

The public funds soaked up to build WestConnex and F6 Extension risks the financial security of our State. This is instead of investing in more worthy causes such as education, health and active and public transport.

The privatised WestConnex will involve expensive tolls, the concession ceasing in 2060. Transurban, we know, is an aggressive negotiator, therefore the public can have no doubt that a 'no compete' clause has been set which means that meaningful investment in public transport will be stymied for four decades.

The EIS does not assess the impacts of disruptive technology (e.g. automated vehicles) on future driving demand. The intergenerational changes in vehicle ownership, driver licensing and transport preferences have not been considered.

WestConnex is not about "inter-generational fairness" as it has not considered the impacts of disruptive technology (e.g. automated vehicles) on future driving demand not the intergenerational changes in vehicle ownership, driver licensing and transport preferences

We need adaptable, innovative and an affordable holistic transport to meet the commuting needs of current and future generations. The concept of WestConnex was already outdated, before a single sod was turned.

F6 Action rejects a 'transport plan' from the 1950's. This is the 21st century and transport patterns have changed.

14. Biodiversity Impacts

F6 Action firmly objects to the F6 Extension due to irreversible impact to our natural environment on the following reasonings.

Concerns Open Space – The Corridor



The areas of open space and vegetation referred to as **The Corridor** is in the hands of the RMS having been set aside for a road which is now going underground. Our concerns here are that once the F6 is complete there is an unknown factor or what will happen to this open space under the RMS control. It would be a tragedy if this is sold off to developers. The surrounding area is bad enough now with dwindling public assessable open spaces and high rises, it would be good to see the land dedicated to nature itself and wetlands restored.

The RMS must inform the public what its future plans are for this land.

Swamps and wetlands

Certain swamps may lose water as a result of construction activity re: the F6 and is there a plan to save the creatures within the swamps such as fish, yabbies, turtles, eels, birds? Are there plans to manage those swamps affected by the F6 road works?

ENVIRONMENT

There will be huge impacts on our local environment's flora and fauna.

Residents walk through the wetland areas on a number of occasions and appreciate the beauty of the area. To divert the wetland area is not acceptable to animal habitats.
The swamp mahogany tree in Bicentennial Park is listed as endangered, as is the swamp oak floodplain in Kings Road Wetland. It is expected that 237 native trees will be removed, 41 having been identified as high retention value. And 21 non-native trees would be removed for construction.

All trees on President Avenue will be removed. It will take many years for the vegetation to regrow. Threatened species such as the Grey Headed Flying Fox, the Green and Golden Bell Frog, and the Southern Myotis Flying Bat are mentioned in the EIS. Habitat changes will impact on their environment.

The EIS addresses threatened and endangered animals, but does not include all native animals. Some animals will be mobile enough to be able to move away; some animals however will be killed from construction vehicles.

More care required for all fauna

Upon reading the document Appendix H there seems to be an attitude of: well if it doesn't get out of the way then it's toast. This includes the slow-moving animals, insects, worms, frogs, lizards, whatever is currently there and it will be *en-masse* destruction.

> *'During the construction of the project, injury or mortality to fauna may occur as a result of direct collision with vehicles and equipment within construction compounds. Some mobile species may be able to move away quickly and easily, such as some birds. However, other less mobile species, or those which have high fidelity with their home range, may be slower to move away or may not relocate at all, potentially resulting in injury or mortality of the individual'.*
>
> *'Actions such as fauna rescue and relocation during dewatering and bunding of the waterway in the President Avenue construction ancillary facility would reduce potential injury to aquatic fauna (e.g. Eastern Longnecked Turtle). Mortality of fish and turtles are expected to be minimised through standard rescue and release protocols.'*
>
> *(App H pg. 8-6)*

There are no details of who will be on location to help with the injured? Or even ensure there is next to no deaths or injuries to any creature through proper search and clear methods before the bulldozers enter? The mitigating measures for the slow in this document seem be quite minimal. You have 2 lines of text that apparently will deal with thousands and thousands of lives without a real plan.

The M4 had a similar case with deaths of dozens of Ibis and babies during their breeding season that could not get out of the way or were scared into traffic on the M4 when clearing of their breeding ground. It was only due to public intervention to National Parks that saved the remaining birds and their young in nests incapable of leaving by stopping the bulldozers until breeding season was over and the young able to leave. We would like to see some ownership of who will be on the ground to assist the slow and the incapable, and how they will ensure maximum survival of fauna.

Long Finned Eel – and other eels





Although its home is generally in Centennial Park, when it's time to breed the long-finned eel move through various water and surface areas towards and ending in Botany Bay, then the long journey to the Pacific near Tonga to breed at their end of their lives and once born the young find their way back to Centennial Park via Botany Bay to live many years before they too take that path.

The article link is here - https://www.smh.com.au/environment/conservation/a-very-fast-drain-to-the-south-pacific-20111105-1n11j.html

The canals and ponds around the subject area are also frequented by eels and sadly at times they die as a result of being isolated and caught up dry. There is no mention of any eels in the document yet we have observed they are located in the area, and they are definitely extant in Bicentennial Ponds.

Chapter 12

Re: SEARS requirement #6 (Pg. 12-1): The biodiversity assessment must consider impacts on:

- *wetland vegetation communities over the entire alignment of the tunnel; and*
- *wetland fauna habitat*

F6 Action objects to the entire response to the SEARS only focusing on endangered fauna. The SEARS requirement clearly asks for a more general response as "wetland fauna habitat" must by definition include a listing of non-endangered fauna. There is a very large biomass in existence, especially at the north and south ends of the project, which have been summarily ignored in the EIS.



Re: SEARS requirement #10 (Pg. 12-1): The EIS must include design opportunities for improvement of the Rockdale Wetlands including measures to reduce the potential for de-oxygenation of and increased nutrient inputs to waters.

Seeing as the entire water body at Bicentennial Park will be destroyed, we don't see how this provides "improvement of the Rockdale Wetlands". On the basis of this alone, the entire project should be disallowed. We object to the planned removal of Bicentennial Ponds because there is no way such a habitat could be successfully recreated with the planned President Ave tunnel exit sitting under and next to it.

Section 12.1.1

Re: State Environmental Planning Policy (Coastal Management) 2018 (Coastal Management SEPP)
"The project is State significant infrastructure and is permissible without consent; therefore Clause 10(1) and Clause 11(1) do not apply once it is approved by the Minister for Planning." (Pg. 12-4)

This project cannot satisfy the Coastal Management SEPP requirements: "development will not significantly impact on: a) the biophysical, hydrological or ecological integrity of the adjacent coastal wetland or littoral rainforest, or b) the quantity and quality of surface and ground water flows to and from the adjacent coastal wetland or littoral rainforest." But because the project seems to be classified as State Significant Infrastructure, these requirements are being ignored.

The business case for the F6 is therefore flawed from the start, and it can hardly be considered to be SSI when there are better alternatives.

Since the F6 is not qualified to be SSI, then the RMS must satisfy the 2018 Coastal Management SEPP within its EIS. If it cannot, we urge NSW Planning to not approve this project.

Section 12.2.1

Re: Five wetlands (listed under the Directory of Nationally Important Wetlands) are located within the study area (refer to Figure 12-5), including:

Scarborough Park North Wetland (Locally important)



The Coastal Management SEPP identifies the wetlands within Rockdale Bicentennial Park and Scarborough Park North, as well as other wetlands within the vicinity of the project, as "coastal wetlands". (Pg. 12-9)

Nevertheless the project proposes to demolish 0.77 ha of this area (also known as Patmore Swamp). This area is further listed as a heritage area. We object to any destruction of any part of Patmore Swamp.

Re: State or regionally significant biodiversity links (connectivity)

The study area does not contain any connectivity features. However, there is a corridor of land extending south from Brighton-Le-Sands to Ramsgate that is primarily open space and is a local wildlife corridor. This corridor forms part of the existing F6 reserved corridor. The open space and minor areas of native vegetation do not connect large patches of intact native vegetation or habitat. However this is likely to function as 'stepping stones' between habitats for relatively common urban wildlife.

F6 Action objects to the completely incorrect statement that the study area does not contain any connectivity features. This is totally false. Fish in the area are very mobile and follow drainage routes from Kings Rd wetlands south through Bicentennial Ponds, Patmore Swamp, Scarborough Ponds and all the way south into Georges River. Murray River short-neck turtles which live in Bicentennial Ponds have even got their own steps cut into the weir between it and Patmore Swamp, so their existence is quite a known fact to Council. Migratory birds such as Great Egrets and Spoonbills have been identified in both Bicentennial Ponds and in Patmore Swamp. What a bald-faced lie to say that the study area is devoid of connectivity features.

The fact that this type of urban wildlife which depend on these areas are classified as "relatively common" do not mean that they are not important in their total numbers. The destruction of these habitats leaves fauna as a whole with less space in which to exist, thereby making "relatively common" species less common over time. We object to this wholesale destruction of habitat.

Section 12.3.2

"Although there is potential for some injury or mortality of fauna species, the project is unlikely to result in a large number of fauna injury or mortality incidents, as the majority of the project would be constructed underground." *(Pg. 12-30)*

However at the exit point at Bicentennial Park, the project is either above ground or is very close to ground level. There is a high potential for loss of animal life or injuries in this location. I object that there is no recognition of this fact. This section references further section 12-6 for management of impacts, which fails to then cover the entire set of fauna.

Section 12.3.2

Impact on migratory species

While the species do occasionally occur close to the project, the species have not been observed to occur within the construction boundary. (Pg. 12-31)

Just because RMS has not observed them does not mean that migratory species do not exist here. Here is an example of a recent photo of a migratory species taken by locals, within your construction boundary. We have several other examples taken over the years.



Great Egret in breeding plumage, Northern Patmore Swamp (very close to President Ave) 9-11-2018

Here's another taken across the road, as evidence that over the years migratory birds have been sighted here.



Spoonbill and other birds and turtle, Bicentennial Ponds, 2-02-2014

Section 12.3.2

Impact on migratory species (cont.)

Indirect impacts that may potentially impact these species include hydrological changes, such as a reduction in groundwater supply to wetlands that supply habitat for a species. (Pg. 12-31)

Absolutely, there is bound to be a reduction in groundwater conditions as RMS will have to drain the above pictured Bicentennial Ponds to put in their President Ave exit. However, there is no suggestion about how this situation is to be mitigated, even though it is bound to directly impact species that exist within the construction boundary and beyond, so we object to this project on the basis that this one-line statement, is hardly a comprehensive assessment and is not at all being mitigated.

Section 12.3.2

Southern Myotis



Impacts to threatened fauna are not expected during construction due to the limited number of threatened species records in the vicinity of the project… (Pg. 12-32)

As we have already seen, RMS are wrong about the identification of migratory birds within the area. It is a strong suggestion that they are wrong about other things, such as "limited number of threatened species" – as records are patchy and are not indicative of the true state of affairs.

We object that RMS may bulldoze the area without a real understanding of what is being lost.

Section 12.3.3

Table 12-3, row "Wetland within Rockdale Bicentennial Park through Rockdale Wetlands"

This entire row indicates that Bicentennial Ponds will be cut in two and "would obstruct local fish passage. It would also temporarily reduce water circulation" before going on to say that survival is unlikely to be impacted. See my comments below.

Appendix H Section 8.5

Aquatic and semi-aquatic fauna dependant on this pond would be segregated into two populations, occupying a 1-hectare northern pool and 1-hectare southern pool. The pond would be restored after the roadway is covered, however there remains a risk to the northern pool given the isolation during the construction period. The size of the refuge pools, may not be large enough to sustain current population sizes, increasing risk of mortality to those species present.
However, species currently inhabiting the pond are likely to be those tolerant of urban pressures, such as poor water quality, shallow habitat and disconnection from any large flowing river. As such, these species are expected to adapt to the change in habitat and ecology.

This is hardly believable. Fish and native turtles that inhabit Bicentennial Ponds use this as part of corridor from Kings Road into Patmore Swamp and further south. The turtles have their own steps built into the weir, so their presence is not unknown.

12.4.4

Impact on groundwater dependent ecosystems (Pg. 12-41)



For the Rockdale Wetlands area, groundwater modelling predicts the long-term surface water drawdown as being between 0.28 metres and 0.32 meters. However, as described in section 12.3.4 the wetlands are not classified as high priority and are highly modified to ***act as flood mitigation basins.*** *Consequently the predicted groundwater drawdown would be less than anticipated because of the* ***continual inflow of stormwater and floodwaters****.*

This is a significant surface water drawdown identified. Endangered ecological communities populate this space and yet they are not classified as high priority - it would seem that this is only so RMS can remove them without opposition. For if they were to be left standing, this loss of ground water would quite destroy them. See RMS own text next paragraph.

Long term dewatering caused by tunnel drainage is predicted to ***lower the water table and water pressure levels*** *within the Hawkesbury Sandstone,* ***reducing the amount of groundwater available for some shallow rooted plants****. The minimum depth of the water table underlying the majority of the construction boundary is on average one metre below ground surface. Areas where the water table is shallow, such as along the* ***Rockdale Wetlands corridor****, are* ***typically subjected to flood inundation*** *which would provide water periodically for shallow rooted plants that may have some groundwater dependence. At other more elevated topographic areas, such as parts of Arncliffe, the water table is much deeper below ground surface and consequently flora is unlikely to be dependent on groundwater.*

There seems to be some confusion here, because RMS later talks about rebuilding wetlands over this space (see Section 13 below), which would seem quite impossible if the water table is lowered to the degree they mention.

Furthermore, a really important consideration to the local area, is that many, many residences are built very close to the Rockdale Wetlands. The wetlands strip is the lowest point between the Princes Hwy and the dune swales of Brighton. By default, water runs to the lowest point. And here, at Bicentennial Ponds, lowest point between Princes Hwy and The Grand Parade, RMS have chosen to locate their exit point to President Ave. This probably does sound rather a poor choice – and it is.

The reason this area is "***typically subjected to flood inundation***" is because of the above. The reason why the wetlands "***act as flood mitigation basins***" is because they were the smartest choice and most suitable area to be set aside to do so.

RMS will face an uphill battle (pardon the pun) in keeping water out of this low-lying area.



If they raise the area's height, which we understand they may do (*13.4.2 The earthworks to raise President Avenue would have maximum slopes of 1:4 to visually integrate this level change with the surrounding open space. Pg. 13-23*) they will still have a battle to keep water out of the tunnels on an ongoing basis, simply due to the relief of the area. (*This is also a serious concern for differential settlement on adjacent buildings. Potential damage to family homes that are routinely denied by the RMS*).

We predict that this will not be a battle that RMS will win. Nature will see to that.

Most importantly, if this area which was purposely modified to act as a flood mitigation basin, is now being kept dry, or is raised, then, where is the water going to go? We believe that all residents in the local area will be affected. All the surrounding houses and flats are separated from the Rockdale Wetland area by a very low gradient slope.

We are all going to be flooded out at the next heavy rains after and maybe even during construction. We already get some degree of flooding with heavy storms, but by the time the F6 Stage 1 is built, we will be underwater at the next big storm.

We vehemently object to the building of this stub of a road when it is going to cause such huge flooding impacts on residents in the future.

Section 12.5

This BDAR assessed the type and number of credits using BAM. The following PCTs require offsetting in accordance with the online credit calculator:

- *Around 0.47 hectares of 1232 Swamp Oak floodplain swamp forest, Sydney Basin Bioregion and South-East Corner Bioregion (8 credits)*
- *Around 0.30 hectares of 1795 Swamp Mahogany / Cabbage Tree Palm - Cheese Tree – Swamp Oak tall open forest on poorly drained coastal alluvium in the Sydney basin (10 credits)*
- *Around 0.77 hectares of 1808 Common Reed on the margins of estuaries and brackish lagoons along the New South Wales coastline (8 credits).*

The Biodiversity Conservation Act 2016 is a blueprint for environmental destruction. The RMS is proposing that the NSW Government plant grass or some other environmental poor choice, somewhere else to somehow offset the loss of these significant trees and reeds.

Well that is no compensation for this area. We are losing significant trees and other flora. We are losing endangered ecological communities. They are small areas to be sure, but that is partly because they are endangered and do not exist in large areas any longer. By removing these flora, these communities become much further endangered, as there are less of them left. It is a travesty to plant other flora somewhere else to offset this loss of an ecosystem, because this ecosystem can never be recreated. It is unique to this location and its loss to us will remain a loss for always, no matter where the NSW Government decides to plant its replacement poppies.

We object to this local loss of endangered ecological communities, not just for us, but because it reduces an already reduced number of these communities.

Section 13.1.2

LCZ4: Rockdale Bicentennial and Scarborough Parks (Pg. 13-14)

- *Land generally low lying and flat, associated with the Rockdale Wetlands which form part of a system of tidal and freshwater swamps*
- ***Wetlands considered to be of 'high visual quality'***
- *Dense vegetation encloses views to the wetlands, and east/west inter-visibility between the open spaces is limited, also creates a landscape and visual buffer between industrial and commercial uses to the west and the coastal low density residential areas to the east at Brighton-Le-Sands.* ***There are a number of high retention value trees located in this LCZ*** *(refer to Figure 13-40)*

Section 13.4.2

Landscape treatments (Pg.13-23)

- *Supplementary tree planting and screening would be provided along President Avenue to* ***offset the tree removal*** *and to re-establish a visual screen along the corridor*
- *A section of the existing* ***wetland pond would be rebuilt*** *at completion of the F6 works to restore this landscape*

RMS own assessment is that these wetlands are considered to be of high visual quality. Furthermore there are a number of high retention value trees located in this area. This supports the earlier point that RMS cannot easily recreate what is already there. There is little chance that they will be able to substitute another set of wetlands of high visual quality

and replace the high retention value trees with equally high value trees. Trees furthermore, don't grow overnight. "Offsetting" is a myth.

Rebuilding wetlands are near impossible, to say the least, and furthermore RMS laughably wants to do this with a tunnel or exit running underneath. The point about wetlands is that they need to hold water. The point about tunnels is that they need to be dry. Rebuilding the wetlands here, is another myth.

Not to mention that even if RMS managed to actually do this (impossible task), all the existing fauna that live here will die once they remove the existing flora. So, who knows what will be left to inhabit the newly landscaped space? Certainly nothing like the current biodiversity would be found.

On the grounds above, we object to the destruction of the existing area's flora.

Section 12-6

Management of impacts (Pg. 12-45)

The Construction Flora and Fauna Management Plan (CFFMP) is mentioned here but its content list (Pg. 12-45) does not seen to cover the relocation of any fauna except aquatic fauna. This would mean that the very large number of lizards, for example, that in inhabit both the east and west banks of Bicentennial Ponds have a high probability of losing their lives. I object that this project does not care to detail how it will save the lizards and other fauna that inhabit the ground level of this area.

Furthermore, the CFFMP must be detailed to some degree here within the EIS before some judgement can be made about its suitability. If the CFFMP cannot be detailed because studies are insufficient, then these studies must be done and the CFFMP drafted, before the EIS is approved. Otherwise I object to the project on the grounds that there is no clear indication of what flora and fauna will be protected or saved, nor how.

Section 12.7

Environmental risk assessment (Pg. 12-47) – refer table below



Table 12-18 Environmental risk analysis – Biodiversity

Summary of impact	Construction/ operation	Management and mitigation reference	Likelihood	Consequence	Residual risk
Vegetation clearing	Construction and operation	B1, B4	Certain	Minor	Medium
Deferral of Green and Golden Bell Frog habitat reinstatement	Construction	B6	Certain	Minor	Medium
Inadvertent impacts on adjacent habitat or vegetation	Construction	B3, B4	Unlikely	Minor	Low

Considering that we have just clarified that RMS have identified endangered ecological communities in the area which they are proposing to clear of vegetation – how is it that the Consequence rating of "Vegetation clearing" is classed as "Minor" ? On what basis is this inferred? F6 Action prefer a consequence rating of "Catastrophic" – which would be more correct.

Since the very first line is incorrect, we ask the DPE to examine closely all the other assessments that exist within this document. Careless, throw-away assessments should be discarded.

We object to any project expecting to proceed based on this assessment, as this assessment does not at all correctly reflect the actual state of affairs.

Appendix K

6.1 Altered groundwater recharge (Pg. 6-1)

The development of impervious surfaces along the alignment such as the President Avenue road widening and intersection would increase the volume and rate of runoff, locally reducing groundwater recharge.

Nowhere in the EIS response document does it tie in the reduced groundwater recharge with the health of the Kings Rd Wetlands and the remaining Patmore Swamp.

Appendix H Table 8-7 extract (Pg. 8-18)



Impact	Biodiversity values	Serious and irreversible impact	Nature of impact	Extent of impact	Duration	Does the project constitute or exacerbate a key threatened process?
Impacts not covered by the BAM						
Loss of groundwater due to drawdown	Groundwater dependent ecosystems Wetland habitat at Landing Lights Wetland Native vegetation at Rockdale	No	Indirect	Local	Long term During construction Post construction	No

The above says there is no serious and irreversible impact from the reduced groundwater situation at Kings Rd Wetlands and the remaining Patmore Swamp. How is one to believe the above?

Further, refer the following table extracts:

Appendix H Table 8-7 extract (Pg. 8-16)

Impact	Biodiversity values	Serious and irreversible impact	Nature of impact	Extent of impact	Duration	Does the project constitute or exacerbate a key threatened process?
Native vegetation and habitat						
Removal of native vegetation and habitat	Swamp Sclerophyll Forest on Coastal Floodplains of the NSW North Coast, Sydney Basin and Southeast Corner Bioregions Swamp Oak Floodplain Forest of the NSW North Coast, Sydney Basin and Southeast Corner Bioregions	No	Direct	Site based	Short term Long term During construction	Clearing of native vegetation Removal of dead wood and dead trees

Appendix H Table 8-7 extract (Pg. 8-18)

Impact	Biodiversity values	Serious and irreversible impact	Nature of impact	Extent of impact	Duration	Does the project constitute or exacerbate a key threatened process?
Impacts not covered by the BAM						
Loss of aquatic habitat	Scarborough Park North Unnamed waterway at Rockdale	No	Direct	Site based	Short term During and post construction	No

Appendix H 10.1 Offset for Serious and Irreversible Impacts (SAII)

The development does not have any Serious and Irreversible Impacts (SAII). No offsets for matters



subject to SAII are required.

We strongly object to the above table and statement. We have clear endangered ecological communities listed in the area. RMS is planning to bulldoze these areas – and claim that (a) the nature of the impact is direct (which is correct) but (b) that there are no Serious and Irreversible Impacts (SAII). How is anyone to believe this?

12.7 Environmental risk assessment (Pg 12-47)

Table 12-18 Environmental risk analysis – Biodiversity

Summary of impact	Construction/ operation	Management and mitigation reference	Likelihood	Consequence	Residual risk
Vegetation clearing	Construction and operation	B1, B4	Certain	Minor	Medium
Deferral of Green and Golden Bell Frog habitat reinstatement	Construction	B6	Certain	Minor	Medium
Inadvertent impacts on adjacent habitat or vegetation	Construction	B3, B4	Unlikely	Minor	Low
Transport of weeds and pathogens from the site to adjacent vegetation	Construction	B3, B4	Unlikely	Moderate	Low
Sedimentation and contaminated and/or nutrient rich run-off to aquatic habitats	Construction and operation	B3, B4	Likely	Minor	Low
Noise, dust or light spill	Construction and operation	B3, B4	Likely	Minor	Low
Vehicle strike	Construction and operation	B3, B4	Unlikely	Moderate	Low
Trampling of threatened flora species	Construction and operation	B3, B4	Unlikely	Minor	Low
Disturbance to specialist breeding and foraging habitat for the Grey-headed Flying-fox	Construction and operation	B1, B4	Unlikely	Moderate	Low

Amazingly the change of water flows is never mentioned in the above table.



It is clear from scientific studies that long term drawdown reduces biodiversity, yet this risk never makes it into the above table.

What more could be missing from this risk table? It is unfair to require the general public to have specialist knowledge to pick up omissions such as the one above.

Ch. 12 Biodiversity

More care required for all flora and fauna

We need to have confidence that all the biomass is the area is looked after not just the threatened species. There is a concentration of effort around threatened species, but millions of other birds, reptiles, amphibians and fish will die due to this project. Yet there is little except one-line assurances that certain types of animals will be preserved.

Section 17.1.7 { Pg. 17-10 }

When the tunnel is sufficiently deep or the ground is sufficiently stiff, the surface movements can be negligible. It is also possible that upward movement (heave) can be induced by the release of high in-situ stresses in the rock mass. In the Sydney Basin substantial horizontal in situ stresses are present at shallow depths, exceeding the vertical stress due to gravity (Chesnut, 1983 and Enever et al., 1984). This can cause the sides of a tunnel excavation to move inwards (converge), bringing the tunnel walls together and causing the crown to move upwards.

Further investigations to support the detailed design of the project would confirm predicted ground movements.

Seeing as the tunnel would be fairly close to the surface in some parts, it would be premature to grant any go ahead to the project without a clear indication of dimensions of settlement trough, due to water loss and the actual excavation, along the entire line of the tunnel. The ground is also not "sufficiently stiff" in the area leading up to and including the proposed President Ave exit. RMS would also need to indicate how they will compensate owners of buildings thus affected. This needs to be added to the project budget. If this is not done, then we object on the basis that a "wait and see" attitude is not in the public interest.

Section 17.2.1 (Pg. 17-12)

The tunnel alignment avoids the underlying palaeochannels and unsuitable geology that lies to the east of the project alignment.

This statement is incorrect because it ignores that the exit onto President Ave (a major feature) is planned on unsuitable geology. We object that such statements are made, as they give the impression that all is well with the RMS plan.

Sect 17.2.4 (Pg. 17-22)

Rates of water inflow have been monitored in recent years from several unlined tunnels in the Sydney area with similar geology, hydrogeology and construction to that proposed for the project.

Following this statement is Table 17-4 that shows inflows for the Eastern Distributor, Lane Cove Tunnel and the like. It is unlikely that any of the tunnels mentioned in the table have an exit planned in a low-lying swamp area, therefore we object to the idea that low water inflow rates can be expected. We object to such a poor comparison being made, to give the impression that all will be well during tunnel operation.

Fig 17-4

Refer figure below in which it is clear that Kings Rd wetland drains south into Scarborough Ponds.



Kings Rd Wetland will suffer lack of water drained off by the construction – how does RMS intend to keep this upstream area at an appropriate water level during the construction? This is never clearly indicated in the EIS response.

If, as we expect Kings Rd Wetland becomes cut off from its drainage system, it is unlikely to survive into the long term, and together with its demise goes all of the flora and fauna dependent on it. By the time the project is in its operation phase, Kings Rd wetland will be nothing more than a stagnant pond.

Furthermore it should be noted that wetlands recreation is never very successful and costs will be high. The "new" ponds created will be (due to their positioning on top of a tunnel exit) likely nothing but goldfish ponds as they will not act as water depositories in the way that wetlands do. All through-flow of drainage will have been eliminated and the health of these water bodies will be poor by definition.

We object to this callous disregard of management of this last remnant of wetland in the local area.

18.1.2 Project features

Each of the construction ancillary facilities would also include a groundwater pre-treatment basin.

Nowhere in the EIS response does RMS discuss how the smell emanating from this stagnant water would be managed. This is going to impact residents especially those in the surrounding areas, and those who seek to use the nearby remaining areas for recreation. If this basin is a covered concrete structure, then, what an eyesore it is going to be.

We object to this disregard for aesthetic and comfort, and to this project as a whole.

18.3.1 Surface Water



Table 18-6 Construction surface water balance

Construction Ancillary Facility	Surface Water inputs (ML/year)	Groundwater inputs (ML/year)	Groundwater / Surface Water losses following reuse (ML/year)	Total discharge volume (ML/year)
C1	37	193	1	229
C2	37	84	2	119
C3	140	Variable – 265 typical [1]	5	400
C4	0.9	0	Negligible	0.9
C5	0.6	0	Negligible	0.6
C6	1.8	0	Negligible	1.8

In the above table, it must tbe noted that the total discharge volume at C3 (President Ave exit area) is huge at 400 ML/yr. Surely DPE must want to see a detailed plan for management of these inflows. Yet RMS indicates one will only be available with detailed design. Surely a feasibility must be carried out before the project can be approved.

18.3.1 Surface Water (pg. 18-17)

During dry periods, water levels in the Rockdale wetland are controlled by local groundwater levels and the Rockdale wetland weir. Therefore an increased inflow from construction discharges is unlikely to significantly affect the water level within the pond with the additional flow discharging over the weir and being conveyed to the Northern Scarborough Pond.

Firstly it must be noted that the entire relief of the area will be changed due to the raising of President Ave around the exit. Therefore "*the additional flow discharging over the weir*" is a bit of a rubbish statement as the new flows have not been adequately mapped. Furthermore the entire Bicentennial Ponds is going to be drained to achieve this exit so saying inflow is "*unlikely to significantly affect the water level*" is not really saying anything much.

This EIS response also does not mention what happens here during wet periods. Or during yearly flooding events.

We encourage the DPE to reject this project as being poorly thought out and poorly understood.

18.3.1 Surface Water (Pg 18-18)

To manage this risk, it is assumed discharges from the construction water treatment plant at the President Avenue construction ancillary facility (C3) are also directed to Muddy Creek.



How is this really going to happen as the C3 area is separated from Muddy Creek by higher ground. Is RMS going to somehow tunnel the water through? This assumption should not be made unless it can be demonstrated how such a drainage can be made to happen.

We object to the scattering of poor assumptions throughout this document, without solid backing feasibility analysis.

18.3.1 Surface Water (Pg 18-20)

Provided that the treatment measures discussed in Section 18.6 achieve the recommended discharge criteria, tunnel wastewater discharges during construction are likely to have a negligible impact on receiving water quality.

Here's another assumption couched in a "Provided that". How is RMS going to ensure negligible impact on receiving water quality? This is never stated. Such an unfinished document should really only be rejected outright. We object to this project on this basis.

18.4.1 Surface Water (Pg. 18-26) - Operation

This section identifies and assesses the potential operation phase impacts to the hydrology, geomorphology, natural processes and water quality of surface waters.

18.3.2 Flooding (Pg. 18-24) - Construction

The construction of the project would generate a significant amount of spoil which would need to be temporarily stored in stockpile areas. Stockpiles located on the floodplain have the potential to obstruct floodwater and thereby alter flooding patterns. Inundation of stockpile areas by floodwater can also lead to significant quantities of material being washed into the receiving drainage lines and waterways.

It should be clarified that wetlands act as filters, trapping pollutants and ensuring they never reach the ocean. So, dismantling wetlands are bound to release tremendous amounts of pollutants as they have been in place for years. This raises 2 issues. One is the ability of RMS to decontaminate the extracted pollutants from spoil before safe disposal (Construction phase), not to mention the complication of flooding of such contaminated spoil. The other is the loss of this filtration capacity (in Operation) from the destruction of wetlands areas at Bicentennial Ponds and Patmore Swamp.

Neither of these questions are adequately addressed in this EIS Response. We encourage the DPE to reject this proposal as it is so poorly modelled.

18.3.2 Flooding (Pg. 18-24) - Construction



A dedicated shared bridge would be constructed over President Avenue and a section of Scarborough Park North. In order to construct the bridge it would be necessary to provide a temporary access road, as well as a series of working pads within Scarborough Park North in an area that is inundated by floodwater that surcharges to Scarborough Ponds during storms. The inundation of the access road and working pads by floodwater has the potential to cause the transport of sediment and construction materials into the receiving waterways as well as ***damage to machinery and delays to the project timetable.*** *Conversely, raising the access road and working pads to reduce the potential for flooding to the work areas would have the potential to displace floodwaters and* ***exacerbate flood behaviour in adjacent development.***

It is clear from the above that Scarborough Park North (Patmore Swamp) will be further vandalised to create "working pads" besides the loss of a part of this area for the widening of President Ave. Let us remind ourselves that this is heritage area. RMS should not be casually destroying it for "working pads". Neither of the proposed options (in bold above) are satisfactory. We object that such second-class mitigations are being bandied around.

18.3.2 Flooding (Pg. 18-24)

Potential increases in peak flood levels could have social and economic impacts on the surrounding community such as damage to residential properties and increased need for emergency response procedures from state emergency services during times of flood.

How wonderful for our residents to have to put up with this. RMS would also need to indicate how they will compensate affected residents and public services. This needs to be added to the project budget. If this is not done, then we object on the basis that a "wait and see" attitude is not in the public interest.

18.3.2 Flooding

Assessment of potential construction impacts

Table 18-11 Potential construction impacts on flooding (Pg. 18-25)

There is mention of impact on "*peak flood levels at residential and commercial properties*" yet there is no mention of compensation, or how this would be assessed. RMS would also need to indicate how they will compensate affected properties. This needs to be added to the project budget. If this is not done, then we object on the basis that a "wait and see" attitude is not acceptable.



Table 18-11 Potential construction impacts on flooding – extract (Pg. 18-25)

President Avenue construction ancillary facility (C3)	Site facilities Spoil management Cut and cover structures Surface earthworks Bridge structures	Potential displacement of water due to blocking effects of the construction site. Potential increase in peak flood levels in 12 residential properties and one industrial property by a maximum of 20 mm. Potential increase in above-floor inundation and flood damages in the affected properties.

This row referring to C3 grossly underestimates the potential flooding situation. Refer our comments on Figure 17-4 (Pg. 17-15) on the changed water pooling due to subdivision of Bicentennial Ponds sub-catchment.

We object to such poor assessments and careless statements being made in an EIS response of this magnitude and importance.

18.4.1 Surface Water

Tunnel Surface water (pg. 18-29)

The volume and quality of tunnel surface water would be highly variable. Surface water discharge volumes to the Cooks River would therefore also be highly variable with some highly polluted surface water potentially removed for treatment and disposal elsewhere. It is therefore ***not practical to assess*** *the quantity of pollutants which could potentially be discharged.*

It seems that RMS has decided that pollution levels could be pretty high, but it is in the "too hard basket" to assess what quantity of pollutants could potentially be discharged. It is amazing that RMS would decide on a "suck it and see" attitude to pollutant discharge, but this seems to be what they have put on offer.

We as residents who will have to live with the outcome, completely reject this approach and we object. RMS has a duty of care to do careful modelling in this arena.

18 Surface water and flooding

18.4 Potential impacts – operation

Throughout this whole section there is no mention of the potential impacts of water related changes on flora, fauna and biodiversity while the project is in operation. However, it is clear that there will be major impacts from changed water flows, and this is never discussed anywhere with any clarity in the entire EIS response. The impacts discussed in Appendix H Biodiversity (Table 12-18) doesn't even mention this as an impact to be considered.

How can this be acceptable? We object that the EIS response is incomplete and glosses over major assessment work such as this.

Furthermore, see below: The fact that the entire Bicentennial Ponds sub-catchment will be split into two, by the raising of the tunnel exit and President Ave ground level (to prevent water ingress) – is never discussed anywhere in the EIS response.

Figure 17-4 (Pg. 17-15) – red text is from this submission response:



Refer above – the Bicentennial Ponds sub-catchment becomes split due to terraforming works at the exit.



Refer above – this potentially changes the way that water flows during rains and produces likely new pooling areas (the new lowest ground).

Especially on the west of the exit, where there are houses and residences already in low lying areas that experience high water levels during very heavy rains, this will cause flooding and flooding related damage in these households with the new profile.

Nowhere in this EIS response, is this assessed or even acknowledged. F6 Action object to such a poor modelling of likely outcomes. Furthermore, is RMS then going to compensate these households for their damage? What is that likely cost and how does that impact the operational budget?

15. Transport evaluation

Traffic on our local networks will be worse because of WestConnex, according to RMS modelling obtained by Fairfax Media.



The modelling, which was prepared early in 2015, shows traffic volumes for roads around inner Sydney and the third stage of WestConnex – a tunnel from St Peters to Haberfield - before and after this tunnel is built. [123]

Along King Street, the RMS figures show a continual increase in cars travelling in the morning and afternoon peak hours between the years 2011, 2026 and 2036.

There is a similar story for other major roads around the inner south of Sydney, including the already densely congested Botany Road, O'Riordan Street, Cleveland Street and Southern Cross Drive.

The modelling challenges claims that construction of the motorway will quieten local roads. At best, it seems, the motorway might prevent local roads becoming busier than they would be if it were not built.

The EIS indicates that the F6 will have a similar impact on our local roads. We are not confident in the modelling used as it is apparent that the impact from the nearby M5 has not been taken into account.

F6 Action rejects the F6 Extension. Sydney needs more and better public transport to get those that can off the road giving commercial vehicles a better go.

LII. Freight

Freight on Sydney roads is a significant issue. F6 Action are concerned at the short-term thinking of the NSW Government privatisating of Port Botany with a no-compete clause in the same year (2013). This was at the same time that WestConnex was being designed to "get freight off our local roads". According to Newcastle Port chairman Roy Green, expanding the Newcastle Port would take 750,000 trucks of Sydney roads by 2050. F6 Action agrees with the ACCC that this scheme is 'anti-competitive and illegal".

[123] https://www.smh.com.au/national/nsw/sydney-traffic-secret-westconnex-documents-show-worse-congestion-after-toll-road-20150525-gh980u.html



F6 Action rejects the F6. How can the public have any confidence in our Government and bureaucrats with strategic decision making on transport planning given this serious issue? [124]

Figure 3-4 Greater Sydney strategic freight network – committed (0-10 years)

Source: *Greater Sydney Services and Infrastructure Plan* (Transport for NSW 2012)

The *NSW Draft Freight and Ports Plan* (Transport for NSW 2017) states that the volume of freight in Greater Sydney is expected to almost double over the next 40 years. This forecast growth has implications for the capacity of the existing road network, with increased heavy vehicle volumes. As identified in **section 3.1**, there is currently no motorway link connecting the Sydney motorway network and the M1 Princes Motorway, south of Waterfall, and vehicles, including freight vehicles, are currently required to use the arterial road network.

To deliver a freight network that supports the projected growth of the NSW economy, one of the Priority Action Areas in the *Draft Freight and Ports Plan* is Action 4.2: ***Increase access for freight across the road and rail network***, with a task to meet the growth in freight demand via '***increased safe access to both the road and*** *rail network between key freight facilities, gateways and corridors*'[2].

LIII. Independent Transport Experts

Dr Zeibot's evidence at the Parliamentary Inquiry [125]views the WestConnex proposal as deeply problematic both in terms of process, or how the motorway option was evaluated and decisions made about its construction; and in terms of the technical analysis used to support the decision to proceed with construction. In particular, there is evidence to show that:

• Motorway proposals were pursued despite expert advice, and the expressed view of the Director of Transport for NSW that mass transit development needed to be prioritised in order to improve both public transport and road services

• In the EIS' for various stages of the WestConnex motorway proposal Level Of Service (LOS) measures were shown not to significantly improve at key points and intersections on arterial roads associated with the motorway, indicating that benefits were not substantial

[124] https://www.theherald.com.au/story/5801964/competition-watchdog-launches-court-action-over-illegal-port-privatisation-deals/
[125] https://www.parliament.nsw.gov.au/lcdocs/submissions/62323/0497%20Dr%20Michelle%20Zeibots_Redacted.pdf



• Traffic volumes in the 8-lane tunnel (4 lanes in each direction) that comprises WestConnex Stage 3 would only fill to one third its capacity during morning peak periods, 10 years after opening, suggesting an outcome similar to that achieved with construction of the Cross City Tunnel will be achieved

• Strategic consideration of integrated transport and land use development factors in both the northern and southern sectors of Sydney highlights the need for rail options, suggesting the current commitment to motorway construction (as with Stages 1, 2 and 3 of WestConnex) have been poorly considered and misconstrue community need in both these sectors.

The key recommendations from Dr Zeibot's that arise from her submission are:

• Construction of Stage 3 WestConnex should be significantly altered or cease

• A metro option linking Brookvale, Mona Vale and the Northern Beaches Hospital Precinct to Chatswood be considered as an alternative option to building the Western Harbour Tunnel and Beaches Link motorway sections

• A heavy rail tunnel, augmenting existing heavy rail track configuration in the southern sector of Sydney between Waterfall and Thirroul be considered as an alternative to the F6 motorway.

F6 Action rejects a 'transport plan' that ignores expert transport planners' advice.

LIV. Travel patterns

It is stated in the EIS (V1a) that travel patterns are changing, with the usage of public transport increasing greater than population growth. The trend of a modern commuting population is that driving is declining, particularly for under 30's replaced by public transport and ride share as key travel modes. It's no coincidence that the use of public transport is greater in LGA's where connected and frequent options are available, compared to LGA's with high car use where public transport has a poor service of frequency, lower levels of access and longer travel times. It is false, therefore, to claim that people prefer to drive, when for most, there is no choice.

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different

generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Intergenerational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950s, already outdated and represents a significant waste of public funds.

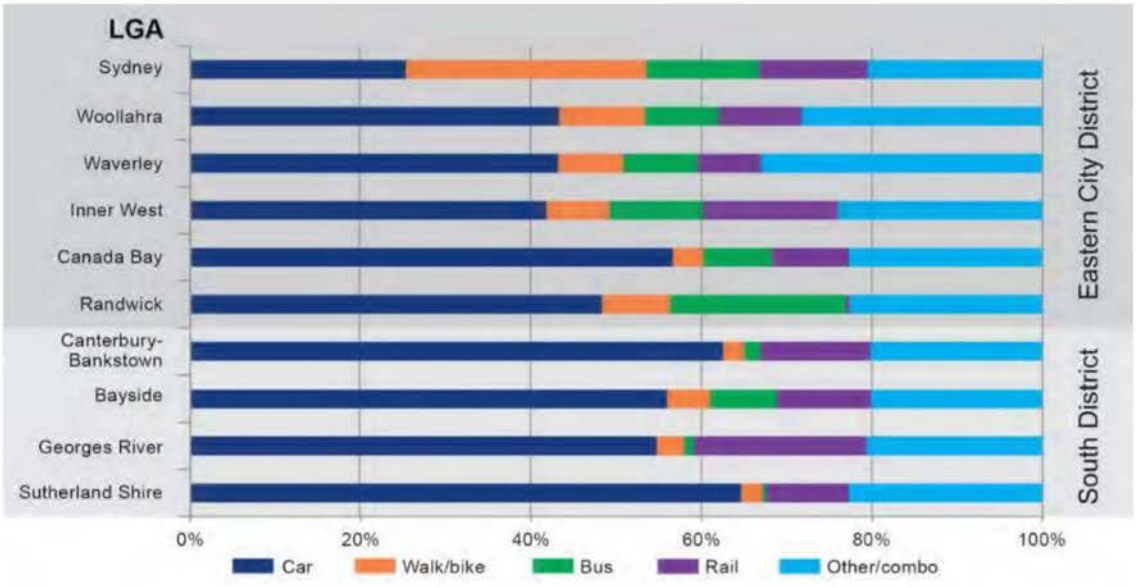


Figure 4-2 Sydney Travel to work data (2016)

F6 Action rejects a 'transport plan' based on a 1950's concept. The future is our young generation that don't need to own a car for status or transport.

LV. Mogridge Principle

A fixed speed transport network is one that operates to a schedule or timetable, which means that the times of arrival and departure from particular points along a transport route are known and the speeds set. This applies to public transport modes like rail and buses. Critically, fixed speed services operate to a timetable because the users of these services are not in control of the vehicle. A timetable enables multiple users to coordinate their movements with each other — if they all know what time a bus, train or ferry service departs, customers can synchronise their movements with it. This form of organisation also

enables public transport to have a much higher carrying capacity than private transport — buses, trains and ferries can carry more people than cars.

By contrast, private car use and the traffic that dominates the road network, is operated by users themselves who determine the 'timetable' or when a vehicle will leave (although they cannot determine exactly the arrival time at the destination point). The road network operates to a variable speed because the speed is dependent on how many people choose to use the network at the same time. When large numbers of people choose to drive their cars at the same time (which is what happens during peak hour), road speeds go down because congestion is created by the larger numbers of vehicles on the road. When not so many people are driving, road network speeds increase, which is why we call it a variable speed network.

There is an important aspect to the relationship between fixed and variable speed networks in cities, which is that fixed speed networks (or scheduled public transport services) determines the speed of the variable speed network (or road networks dominated by private motor vehicle and commercial freight traffic). This is because most people will take which ever transport option is quickest, shifting between the two. Because one of these is fixed, it acts as a default speed for the entire system comprising both networks.

If the scheduled public transport service (or timetable) is quicker than a trip by private car, more people will use it and in the process fewer people will use the variable speed, or road network. Fewer cars on the road means that road speeds increase.

When the opposite occurs — the fixed speed network is made slower, some people will choose to abandon it and use their cars. If more people join the variable speed network, congestion increases and speeds are reduced.

In transport engineering, we call this relationship the Mogridge Principle after the academic who first articulated it. This principle can be seen in shifts in the data for changes to public transport speeds embodies in the timetable and consequent changes in average road speeds in Sydney. In the mid-2000s for example when a very deliberate decision was made to slow down the rail network, average road speeds on Sydney arterial roads also dropped.

It's because of the Mogridge Principle that transport experts like my colleagues on the Expert Advisory Panel and myself will say that there needs to be an emphasis on public transport development, improvements to service frequency levels and the addition of new

network links to areas within the Sydney metropolitan region that are not well served by public transport.

In these instances, improving public transport is a shorthand way of saying the fixed speed network needs to be enhanced (speeds, service frequencies and therefore overall capacity) in order to improve conditions on the variable speed network.

If we only improve the variable speed network, congestion will not be reduced because we know that road network speeds will only default to whatever the service levels (or speeds and capacities) are on the public transport network.

In the case of Sydney, the performance of the public transport network is dominated by the performance of the rail network and this is why technical debates and discussions focus on this point, but what is important to keep in mind is that at all times what we are really debating is differences in operating characteristics of the various options and the impact we know these will have on network performance.

F6 Action rejects a 'transport plan' that ignores decades of transport science

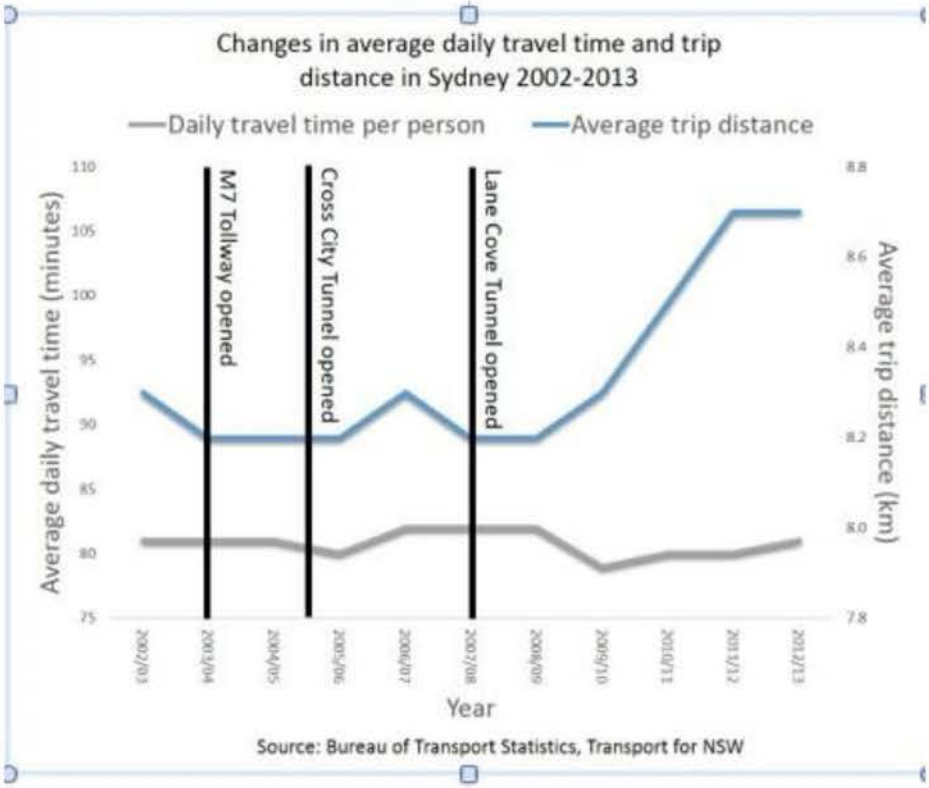
LVI. F6 Extension and traffic

Many of the project objectives, such as congestion relief, could be met through better management of demand on the existing road network, e.g., through reform of road pricing. The corridor already has an extensive and high capacity road network; there is just too much demand at present for it to operate effectively. Adding more capacity will not lessen this demand; it will only serve to increase it.

The project makes little sense from a transport planning and policy perspective. The role of motorways is to allow traffic to circumvent densely populated areas. For radial transport into and out of urban centres, mass transit is more efficient and economical, and has less impact on the human population.

The average daily travel time in Sydney has been stable at about 80 minutes per person for decades, while the average trip distance has increased substantially (see graph below). In this time, billions have been spent on tollways. Travelers are spending more than ever on

tolls, yet are not spending any less time travelling.



The higher speed of tollways has simply encouraged people to move further from work, drive more, and make longer trips than before, for example, visiting shopping malls instead of local shops. It has made road more attractive than rail for freight. This model of shaping our urban environment fails all of us.

This predict and provide approach to transport planning has been a failure, and is being abandoned by advanced nations. In a city of 5 million people, we can never provide enough road capacity to enable everyone to live as far from work as they like, and drive wherever and whenever they like in free-flowing traffic.

F6 Action supports road reform, provided these funds are reinvested to enhance the public transport network.



LVII. Sydney has underinvested in public transport over the past 30 years

In 1998 the NSW government released Action for Transport 2010 an integrated transport plan for Sydney. The plan proposed to:

"redress the [then] current imbalance in the road and public transport system."

(Action for Transport 2010 an integrated transport plan for Sydney, 1998, NSW Government p.2)

The plan included a 10 Point Action Plan for Sydney:

1. Getting the best out of the Sydney system
2. Improving Sydney's air quality
3. Reducing car dependency
4. Meeting the needs of our growing suburbs
5. Getting more people on public transport
6. Safeguarding our environment
7. Making space for cyclists and walkers
8. Preventing accidents and saving lives
9. Making freight more competitive
10. Giving the community value for money

The plan listed (at page 5) 21 projects to be completed or started by 2010 these were:

Rapid Bus Only Transitways

1. Liverpool to Parramatta (2003)

2. Parramatta to Strathfield (2002)

3. St Marys to Penrith (Stage 1 2003) (Stage 2 2008)

4. Parramatta to Blacktown (2004)

5. Blacktown to Castle Hill (2009)

6. Blacktown to Wetherill Park (2006)
7. Parramatta to Mungerie Park (2010)

Heavy Rail

1. **Airport Line (2000)**
2. Bondi Beach Railway (2002)
3. Parramatta Rail Link to Epping and Chatswood (2006)
4. Hornsby to Newcastle High Speed Rail (Stage 1 to Warnervale 2007) (Stage 2 to Newcastle work to start by 2010)

North West Rail Link Epping to Castle Hill (2010)

1. North West Rail Link Epping to Castle Hill (2010)
2. Sutherland to Wollongong High Speed Rail (2010)
3. Hurstville to Strathfield Railway (To start by 2010 and be completed by 2014)
4. Liverpool Y Link (Work to start by 2010

Light Rail

16. **To Lilyfield (2001**) and recently to Dulwich Hill

Road Improvements

17. Eastern Distributor (2000)

18. M5 East (2002)

19. Cross City Tunnel (2004)

20. M2 to Gore Hill (2004)

21. Western Sydney Orbital (2007)

All the projects in bold were built. It can be seen from the list that every road project was delivered. Of the 16 public transport projects only four were completed.



The inability for successive governments to deliver public transport projects has made Sydney (particularly western Sydney) more car dependent. Building more roads has not had any lasting impact on road congestion.

The F6 Extension clearly fails to:

- Reduce car dependency
- Meet the needs of our growing suburbs
- Get more people on public transport

The Benefit-Cost analysis of WestConnex is evaluated over a 40 year period. Relieving traffic congestion on the corridor appears to be a major objective of the project. The project reaches capacity in the M4 East tunnel within eight years after project completion. This does not seem to be an effective means of relieving congestion. The Cost-Benefit analysis should include costs of additional measures required over the **remaining 32 years of the project life** to maintain the claimed congestion and travel time savings. If included, it is likely that the **project costs will significantly outweigh any benefits.**

Most liveable city – except you can't really get around to do your living

Quoting Ben Langford (Fairfax journalist)

Sydney has been named the "most liveable" capital city in Australia by a study that includes one caveat: the public transport situation.

Yep, just one small detail. How do you get around Sydney? RMIT classifies liveable because most people live within 400 metres of open space and within 1.29km from an activity centre. But its transport fails, with only 2% of suburbs, and 38% of homes, meeting public transport targets.

Real people know liveability has a lot more to do with how much time you spend making traffic, and whether there is a train station nearby, than it does with targets. What good are bureaucrats' policies if the trains and busses aren't actually there?

Despite decades of investment in predominantly more roads, we have ground to a halt on our roads, with peak hour stretching to 12 hours.



It's no secret that part of what makes great cities work is their first-class transport. Tokyo, London, San Francisco, New York, Melbourne. Sydney had its chance, but they have blown it as the big money has gone to serve the car. There is no measure of "liveability" is based on cars.

F6 Action asks 'why do we keep trying the same thing over and over, hoping for a different outcome?" We need a smarter, more holistic approach to transport planning.

LVIII. Tolling regimes that deliver private profit rather than ongoing public benefit

Road charging in itself does not need to be inherently unfair. University of Sydney researchers have found that most drivers can actually be better off under a such a system if expenses such as vehicle registration and unfair tolls are scrapped. [126]

As well as being an effective way to ration road space, road charges can also help ensure the full costs of road travel are covered by road users. In overseas jurisdictions such as London and Stockholm, road charging has also been shown to be an effective at reducing traffic congestion by prompting drivers to shift to alternate modes such as active or public transport, car sharing, or avoiding car trips at the most congested times of day, or eliminating unnecessary travel altogether.

A key factor in the success of this strategy is the quality and availability of alternatives to motorways, such as integrated and effective public transport, which much of Sydney currently lacks, particularly throughout the west.

Road travel creates other external costs for society in addition to congestion. Perhaps the most significant is the damage caused to the environment and human health by vehicle emissions. With the right policies in place, road charging can be used to help cover the costs of these environmental externalities.

In cities like London, congestion charges are also reinvested into improving the city's transport network, and particularly subsidising public transport infrastructure. However, we note that the tolls being proposed for WestConnex and its extensions are very different to

[126] http://www.smh.com.au/comment/why-sydney-needs-congestion-20160510-gos5dz.html

these kinds of congestion charges, which are designed to deliver ongoing public benefits in the form of improved public transport, reduced congestion, and so on.

This is because after the public has borne the upfront cost and risk of building WestConnex, the NSW Government plans to sell the tolling concessions off to a private corporation or corporations, which will have the right to charge tolls on each stage of WestConnex until at least 2060.

While the revenue from this sale is supposed to be reinvested into public infrastructure, the reality is that this outcome is not guaranteed - particularly if WestConnex fails to recoup its massive cost, and no profit is realised. Once these roads are sold, the revenue from the tolls themselves will deliver profits to the private companies, not the public.

F6 Action agree that it is in the public's interest that if road charges are to be introduced in NSW, the revenue earned should be used to deliver ongoing public benefits - not large profits to a limited number of private corporations and their shareholders.

16. Objections to the Traffic and Transport Assessment - Appendix D

i. General comments

The Traffic and Transport Assessment does not stand up to scrutiny. There is not enough information about the methodology, input data or assumptions for the forecasts to be independently verified.

The study area is too small to capture adequately the traffic and transport impacts of the project. The project will affect home location choice, work location choice, trip generation, destination choice, mode choice and route choice across the whole metropolitan area.

The resulting changes in travel behaviour will have implications for local and regional traffic and transport throughout the Sydney metropolitan area. For example, more Illawarra residents may be encouraged to drive to the city rather than use the train, which will (a) increase traffic volumes and associated impacts on local/regional roads in/around the South and (b) reduce rail patronage, which could in turn lead to reduced service frequencies affecting remaining rail users.



The Traffic and Transport Assessment does not assess or even acknowledge these traffic and transport impacts beyond the study area.

There is no sensitivity analysis in the Traffic and Transport Assessment. The effects of varying key assumptions (e.g., willingness to pay the tolls) have not been described.

The travel time calculations do not appear to include delays at on-ramps and off-ramps. Although it is not even mentioned in the Traffic and Transport Assessment, the Business Case states that ramp metering will be used. This will cause delays for travellers entering the M5 section at St Peters Interchange; these delays have not been included in the Traffic and Transport Assessment.

Travel time and accessibility impacts for non-motorised modes (walk and bicycle) have not been modelled or objectively assessed.

Impacts of disruptive technologies on future driving demand have not been not considered (e.g., automated vehicles).

Inter-generational changes in vehicle ownership, driver licensing and transport preferences, although noted in the EIS, have not been considered.

Changes in aggregate measures have not been provided for the whole study area, nor for the wider metropolitan area, e.g.,:

1. Overall increase in VKT.

2. Change in average trip distance.

3. Change in average trip duration.

4. Change in total travel time.

ii. Strategic context

The stated justification for the project is based on the discredited 'predict and provide' approach to transport planning, whereby it is assumed that transport demand will continue to grow, and that capacity must be increased to accommodate it. In practice, transport demand in cities is limited by capacity: as capacity increases, so does demand (induced demand). It is geometrically impossible to provide enough roadway capacity to accommodate all the latent demand for driving (i.e., where everyone can live and work

where they want, and make all the driving trips they want, when they want, to wherever they want in free-flow traffic) in a city of Sydney's population.

Furthermore, the most efficient way to accommodate the transport and accessibility needs of a growing population is through mass transit and better land use-transport integration. Urban motorways are a very inefficient way of moving people around. A single traffic lane can transport a maximum of only 2700 people per hour (in ideal conditions); a single railway line can transport 24,000 people per hour.

The statement "It is acknowledged that any investment in motorway infrastructure has to be aligned with supporting public and active transport initiatives to achieve an increase in capacity, while aiming to reduce the reliance and demand of private vehicles on the future road network" is contradictory: F6 Action attest that increasing motorway capacity will only serve to increase private vehicle demand.

iii. Assessment methodology

There is not enough information about the modelling methodology for it to be replicated and the outputs independently verified.

The transport model (WRTM) has not been made available for independent verification.

The model input data and assumptions have not been made available for independent verification.

The model coverage area is too small to capture all the transport impacts of the project, particularly that up to 40% of the existing M5 East traffic is expected to shift to local roads once the tolls are introduced. The project will affect transport demand and behaviour across the whole metropolitan area.

More detail on the Value of Travel Time Saving (VTTS)/Willingness to Pay (WTP) model is needed. For example:

- The form and parameters of the model have not been given.
- If it was based on stated preference surveys, then how has the issue of hypothetical bias been addressed?
- Has the model been validated? Previous toll choice models in Australia have overestimated WTP for toll roads.
- Does it include the negative utility of the tunnel environment (monotony, no natural light, poor air quality)?

- Does the WTP estimate take into account tolls that motorists currently pay (toll saturation)? E.g., a road user may be willing to pay an additional $10/day if he/she currently pays nothing, but not willing to pay an additional $10 if he/she is already spending $15 on tolls.

> A reduction in daily traffic is forecast along the M5 East Motorway (east of King Georges Road) in 2026 and 2036 as a result of traffic switching to use the New M5 Motorway. Increased daily traffic is also forecast along the surface roads south of the M5 East Motorway, such as the Princes Highway / General Holmes Drive / The Grand Parade, Bestic Street, Bay Street and President Avenue. The increase in daily traffic is mainly due to the forecast increase in population and changes to employment distribution across Sydney.
>
> Forecast changes in daily road-based freight or heavy vehicle movements largely follow the same pattern as the general traffic movements, with decreases in heavy vehicle traffic on the M5 East Motorway (east of King Georges Road), as vehicles take up use of the WestConnex Motorway. A key difference is on Foreshore Road, which provides access to Port Botany, and on which there is a proportionally greater increase in heavy vehicle traffic compared to the increase in general traffic.

Induced demand has not been fully addressed in this EIS. The model ignores the impact of the project on the long-term transport decisions of individuals and firms, including:

· Residential location choice: the project will encourage more people to move further from work (sprawl), thereby increasing average travel distances and demand for driving.

· Work location choice: the project will encourage more people to work further from home, thereby increasing average travel distances/demand.

· Car ownership choice: the project will encourage more car ownership.

· Firm location choice: the project will encourage firms to locate in locations further away from their labour supply/customers/suppliers than they otherwise would, thereby increasing travel distances/demand.

There appears to have been no long-term evaluation/verification of the methodology used to forecast induced demand (New Zealand Transport Agency Economic Evaluation Manual (EEM)). Induced demand by its nature materialises over several years, as people gradually move home/work location etc. Without a long-term evaluation/verification of the methodology, there can be no confidence in the induced demand forecast produced.

The EIS fails to provide sufficient detail on origin-destination demand matrix generation, including:

a)What are the form and parameters of the generalised cost function?

b)How were shortest paths calculated?

34) Insufficient detail on trip generation:

· What are the form and parameters of the trip production function, and how was it estimated?

· What are the form and parameters of the trip attraction function, and how was it estimated?

· Were trips were balanced towards attractions, or towards productions?

Insufficient detail is provided on trip distribution/modal split.

· What are the form and parameters of the gravity model used?

· What are the form and parameters of the deterrence function used?

· How has modal split been estimated?

The EIS fails to provide sufficient detail on road traffic assignment. E.g.:

· Is assignment stochastic or deterministic?

· What link loading/flow function was used?

· Were intersection delays included?

Insufficient detail on public transport assignment:

· How were access and egress points determined?

· How were route strategies determined?

Non-motorised trips have not been included in the WRTM or LinSig modelling.

Impacts on accessibility have not been modelled.

Most transport is not an end in itself; it is a means to access work, education, services etc. How does the project affect population accessibility? This EIS does not consider this.



Equity and equality impacts not described. For example:

· How many people are better off with the project?

· How many people are worse off with the project?

· Do benefits/impacts accrue to any population groups more than others, e.g., people with a disability or on low incomes?

The Downs-Thomson Paradox has not considered. The project will attract passengers away from public transport to road. As such, public transport patronage will be lower than it would be without the project. This could result in public transport service levels being cut, which will encourage further mode shift from public transport to road.

Given the numerous assumptions and approximations in the model, there needs to be some sensitivity analysis, e.g. How will traffic volumes be affected if (when) the WTP for the toll turns out to be lower than the point estimate used? Yet no such sensitivity analysis has been performed.

Assessment of construction impacts

Impacts on travel times for all modes (driving, public transport, walk and bicycle) have not been assessed/reported. The construction activities will delay travellers in a number of ways, e.g.:

1. Additional construction/workforce traffic.

2. Temporary road and lane closures.

3. Speed limit reductions.

4. Increased parking occupancy rates will mean additional time looking for parking.

Cumulative construction impacts for WestConnex and other concurrent projects have not been modelled/reported. Only a cursory description of cumulative impacts is provided.



Table 10-15 President Avenue intersection and surrounds: VISUM modelled key intersection performance – 2026 and 2036 'do something' scenarios

Key intersections	2014/15 'base case'		2026 'do minimum'		2026 'do something'		2036 'do minimum'		2036 'do something'	
	Ave delay (sec)	LOS	Ave delay (sec)	LOS	Ave delay (sec)	LOS	Ave delay (sec)	LOS	Ave delay (sec)	LOS
AM peak hour										
Princes Hwy / West Botany St	15	B	17	B	16	B	18	B	16	B
Wickham St / West Botany St	46	D	52	D	42	C	54	D	43	D
Princes Hwy / Wickham St / Forest Rd	48	D	67	E	58	E	68	E	67	E
General Holmes Dr / Bestic St	58	E	66	E	54	D	65	E	65	E
Princes Hwy / Bay St	33	C	44	D	44	D	66	E	54	D
Princes Hwy / Rocky Point Rd	32	C	33	C	30	C	30	C	44	D
West Botany St / Bay St	47	D	70	E	70	E	73	F	68	E
West Botany St / Bestic St	40	C	48	D	60	E	61	E	54	D
PM peak hour										
Princes Hwy / West Botany St	11	A	11	A	10	A	11	A	11	B
Wickham St / West Botany St	27	B	33	C	35	C	40	C	41	C
Princes Hwy / Wickham St / Forest Rd	68	E	78	F	68	E	85	F	78	F
General Holmes Dr / Bestic St	28	B	39	C	30	C	42	C	33	C
Princes Hwy / Bay St	44	D	55	D	50	D	68	E	64	E
Princes Hwy / Rocky Point Rd	18	B	19	B	20	B	21	B	21	B
West Botany St / Bay St	61	E	64	E	66	E	67	E	69	E
West Botany St / Bestic St	37	C	55	D	56	D	69	E	70	E

iv. Future conditions with the project

Delays at on-ramps and off-ramps have been omitted from the travel time forecasts, so actual travel times will be significantly higher than those forecast.

Network performance measures (VKT, total travel time, average speed etc.) for the whole study area (nor for the whole metropolitan area) have not been modelled or reported. Only performance measures for the immediate area around the St. Peters Interchange have been reported.

v. Future conditions without the project

Impacts on walking and bicycle demand and travel times have not been modelled.



Does the LinSig intersection modelling take into account the impact that changes in intersection LOS will have on travel demand?

What sort of transport planning merely aims to make one spot a little better while another is a little worse. If the government approves this project it will be consigning a whole region of population growth to endless traffic congestions.

'Without project' scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns.

Even some of those intersections that would improve would not do so until after parts of the growing WestConnex system that are currently not 'plans' at all - just political concepts. Most community members find it shocking that a government would proceed to spend billions of dollars on this project.

F6 Action objects to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payers' money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous largescale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination.

vi. Poor analysis of alternatives

There is a big problem with both the Proponent and the RMS, the client for this project having a primary purpose of building new roads, rather than being focused on wider transport options, as they will by nature propose that a new motorway is the preferred solution despite overwhelming evidence showing that this is project should not be built. This is a fundamental problem with the whole EIS.

The EIS discussion of other options to reducing congestion focus on road solutions and repeating earlier road schemes and strategies, rather than providing a comprehensive analysis of different transport solutions. The EIS does not meet the requirement to provide a true analysis of alternatives, such as improved public transport and better traffic management.

The summary in relation to the strategic concept for the F6 shows that the community has previously raised concerns, including about air quality, biodiversity and traffic impacts, with having a motorway extension in this area. These concerns are not adequately addressed by the current proposal, as it is in direct conflict with the community's wishes, making a

mockery of the consultation process and showing how little consideration the Berejiklian Government and WestConnex has given to feedback from the community.

Traffic increases are on predicted population growth and implies that while the majority of this growth will reside in southern and western Sydney where there is more affordable housing, most jobs will still be located in the east – surely this supports the argument for investment in more public transport now rather than investing in a road that will only become more congested with future population growth? As the CEO of the City of Sydney told a Sydney University in 2015, there is something fundamentally wrong with continuing to skew Sydney's transit systems to the edge. This project simply embeds the traditional short sighted thinking.

Selection of St Peters for the northern interchange location has been made on the basis that the impacts to freight and industry stakeholders would be too great if other options were explored. Given that displacement of freight and industry does not have as great a social, visual or noise and vibration impact as the residential displacement that is being proposed, this does not make it an adequate justification.

Statements that the St Peters interchange is designed to "draw through traffic off local roads" and "distribute traffic using the established urban arterial road network where possible…" are ridiculous given that the increase in traffic that is being predicted for this project will have nowhere to go but the local road network, which is not proposed to be upgraded beyond the proximate junctions with the interchange.

We object to the inadequate analysis of alternatives that have been provided as part of the EIS as it does not meet the requirements of the SEARS, particularly the clauses relating to whether or not the proposal is in the public interest and justification for the project taking into consideration the objects of the Environmental Planning and Assessment Act 1979.

F6 Action formally and strongly objects to the traffic modelling and analysis of alternatives to building the WestConnex and we ask that the Minister for Planning to reject the WestConnex F6 Extension.

17. Transurban

F6 Action notes as well that, as per the rest of Australia, one particular company holds what has been described by Morgan Stanley as "meta-monopoly" [127] over NSW's toll roads.

[127] http://www.theage.com.au/victoria/transurban-the-making-of-a-monster-20160512-gotjm9.html



Transurban controlled 13 out of 15 toll roads across Australia before its recent acquisition of WestConnex, [128] is building NorthConnex with the help of taxpayer-funded subsidies from the Federal and NSW Government of up to $405 million each. Transurban is a company that has been exposed as one that pays very little tax, [129] makes significant political donations, and has publicly declared that “Our interest was only ever the road network, and the cash”. (8) It is notorious for working non-compete clauses into its toll road contracts which could likely result in the ability to introduce fresh public transport to the area stymied until 2060. Such clauses should be specifically barred from tolling contracts through legislation.

Transurban is also a company that has been publicly noted for its ability to outmanoeuvre governments during negotiations over toll roads. As former Victorian Premier Jeff Kennett told The Age: "Money, instead of going to government, is going to the private sector; that is a total waste". [130]

According to former NSW Auditor General Tony Harris: "When [Transurban] leave a negotiating room nothing is left on the table, not even the Laminex. They just have this reputation for being superb negotiators at the taxpayers’ expense." [131]

F6 Action objects to handing such a huge amount of power over the way we live, move and work to a private company that is solely motivated by the huge profits that can be made from toll-paying drivers is no way to ensure the maximum public benefit is achieved from our transport network. It is a sure-fire way to lock in car dependency, particularly among those people and communities who have the least ability to move to areas that are better served by public transport, jobs, lifestyle opportunities, and more.

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[128] http://www.smh.com.au/national/investigations/toll-giant-transurban-wants-to-charge-for-all-roads-20160513- goup2i.html

[129] http://www.michaelwest.com.au/why-transurban-says-the-taxman-can-wait/

[130] http://www.theage.com.au/victoria/transurban-the-making-of-a-monster-20160512-gotjm9.html

[131] http://www.theage.com.au/victoria/transurban-the-making-of-a-monster-20160512-gotjm9.html



18. Failure of good city planning

The F6 and WestConnex in its current form undermines everything we know about good city planning. It swallows up vast tracts of otherwise valuable and productive inner city land. It destroys significant tree coverage and eats into parklands and much needed recreational sporting space. It threatens the health and amenity of people increasingly living at higher densities in response to Government policies. The congestion resulting from the 120,000 extra vehicles channeled into the central city area threatens business activity, Sydney's competitiveness and jobs and employment. And the sheer cost of the project means more efficient and urgently needed public transport projects will be delayed or scrapped.

Professor Peter Newman, in his speech "We need to build the cities of the 21st century, not the roads" [132]

"*Around the world, cities are now competing on walkability and good public transport, because the knowledge economy is now the difference between cities. If you have a thriving, productive, creative, innovative, knowledge economy, then you can compete*"

"So the knowledge economy needs spatial efficiency, and spatially efficient transport modes. Public transport, cycling and walking are very spatially efficient".

"I went to the NSW Government's White Bay planning conference and it was very exciting to hear talk about a metropolitan strategy that was all about making a city centres more walkable and public transport orientated. I thought this was exactly what Sydney needed. But we didn't hear a word about White Bay being used for a giant WestConnex interchange – which emerged a few weeks later"

Roads are space hungry. Around 35% of Sydney's real estate is devoted to cars and their parking, but it can never be enough. It's physically impossible to give over all the space for everyone to drive where and when they want in a private vehicle. Imagine the wealth in real estate that is locked into this wasted space. The acquisition of this land that could have been used for other higher value activities.

WestConnex and the myriad of additional works will end up in hundreds of homes, businesses, wetlands and much needed greenspace taken over. Suburbs, like St Peter's,

[132] https://www.thefifthestate.com.au/videos/watch-this-peter-newman-on-why-westconnex-should-be-dropped

Arncliffe, Haberfield are virtually wiped off the map [133]. It's disingenuous to claim that WestConnex is all tunnels.

To demonstrate, this is the space needed to move 50,000 people in an hour by various modes of transport



In regard to WestConnex, F6 Action finds it incredibly disturbing that many of the corporations that stand to benefit from its construction and operation - including AECOM (formerly Maunsell), Macquarie Capital and CIMIC (formerly Leightons) - were invited in at the very beginning by the NSW Coalition government to help design and justify WestConnex. [134]Given their vested interests, it is hard to believe that the NSW public can be assured that decisions related to the F6 , including its status as a toll road and its tolling arrangements, represent the fairest possible outcome for the public.

Greater Sydney Commission's Goal's

- To build on the District's assets in a way that makes it easier for people to get to more of the jobs, services, schools and places that help to create a great quality of life
- Create a 30 minute city, where jobs and services are within a 30 minute trip.

[133] http://www.abc.net.au/news/2017-11-03/nsw-government-documents-reveal-houses-to-go-for-sydney-f6/9112404
[134] https://newmatilda.com/2016/05/18/tunnel-collapse-the-insider-emails-that-show-westconnex-in-a-new-light



- To shift away from a monocentric city with a single central CBD to a polycentric city with three core CD's.
- To focus on the people who live in an area, the places they then spend time in, their health and quality of life as well as overall community wellbeing.

Based on the Sydney's transport infrastructure projects the goal for commuters to move efficiently within and around Sydney and for a 30-minute trip can never be achieved given the poor selection of motorway transport projects proposed or underway.

The District Plan should have taken into account that continued development cannot continue unless serious attention is placed on improving public transport. In the Southern District transport projects, not only are there no new public transport, all of the proposals are unsuitable to mass move people and freight from centre to centre. With such poor transport proposals, car dependence is entrenched and congestion will continue to worsen as the population grows.

As it stands, the future of Sydney that is being shaped by WestConnex, Transurban and Urban Growth is not liveable or sustainable. We believe it is not too late to reshape these plans, and reprioritise the response to Sydney's transport needs.

There is much to be shaped and improved, even where planning approvals have been granted and some tunnelling commenced. As one of the peak planning bodies for Sydney, the GSC has a responsibility to engage with other Government Bodies to get the best outcome for infrastructure investment.

F6 Action believe it is critical for the future of the global city that this project is stopped before further damage is done.



19. Questions the Department of Planning need to address

1. How can NSW Infrastructure retrospectively re-write the *NSW Transport Master Plan 2012* that completely overrode all the original objectives of the expert transport planning committee?
2. What deals were made with Transurban in the 51% sale of WestConnex.? The public has a right for full disclosure of "no compete" and minimum revenue clauses.
3. Who were the Members that influenced the decision that Cabinet would not consider public transport proposals?
4. What new processes were established by Cabinet relating to the management of the Business Case and avoiding the need for independent Gateway reviews?
5. How were the WestConnex Delivery Authority, RMS and SMC permitted to be not subject to the same level of oversight as other much smaller projects?
6. The RMS certainly seems to follow the theory that to continue to add road space will solve our congestion problems and they always seem to manage to crowd out needed extra investment in mass transport solutions. When will the tipping point be reached?
7. Why does NSW Government allow their roads portfolio to have such power and influence over transport planning, when other countries absorb roads into a holistic transport department? (*perhaps that's why more innovative cities don't have their citizens sitting in congestion with no alternatives*)
8. Why have the RMS/WestConnex been permitted to sustain a culture of inhumane and contempt for communities in property acquisitions, damages and noise?
9. Is the RMS behaviour acting outside the law and how will this culture stand up under a Royal Commission?
10. Will the NSW Government be required to face ICAC for ignoring the 2013 recommendations of the Valuer-General relating to the unfair practices of property acquisitions ignored?
11. How can WestConnex operate outside the law regarding to advertising disseminating false, misleading and deceiving material for public consumption?.
12. State Significant Infrastructure projects appear to allow the NSW Government to push through projects without due process or governance. Why is this allowed?

13. How can obvious conflicts of interest be ignored with the appointment of Nick Greiner (former Premier and agent for Transurban) and self-proclaimed "King of Toll roads", permitting him to head up NSW Infrastructure?
14. Who and why was the F6 project permitted to bypass all the checks and balances of merits based assessment by Infrastructure Australia?
15. There are so many anomalies with the Business Case, such as inadequate traffic modelling. Why was WestConnex permitted to proceed?
16. Why are we continuing to allow Politicians to decide infrastructure projects based on re-election purposes rather than the advice of expert transport engineers?
17. Why are the WestConnex proponents permitted to conceal important information from the public, such as documents relating to property damage?
18. Why are the Department of Planning and Environment so inoperable in enforcing RMS to comply with the Conditions of Approval (as minimalistic as they are)?
19. The time savings are so small. Why was the F6 project allowed to continue this basis.
20. The public needs to see the revised F6 business case that reflects all the increases in scope.

20. Conclusion

The public has a right to be very concerned over the WestConnex project including the F6 Extension, a concern shared by the Federal Auditor General. NSW Auditor General, the Productivity Council, Gratten Institute and transport experts.

"Wherever you look it seems the boofheads are back in charge. And I don't just mean Abbott's bizarre elevation of militarists and monarchs. No, I mean the diehard collusion of coal, cars and climate denial jack-booting up and down our land. But what saves boofhead culture – or rather, what sometimes saves us from it – is its incompetence. Here the WestConnex debacle offers a textbook case." [135]

The future Sydney will describe this mad gamble on the private motor car known as WestConnex and its many extensions will turn out to have been as bad for the city as the killing of the excellent tram system we had until the 1960s. Legitimised vandalism.

[135] https://www.smh.com.au/opinion/westconnex-the-road-to-ruin-is-paved-with-more-roads-20150128-12zswr.html



Even the current NSW transport minister has already implied that it's pointless building urban motorways, as the future with AVs and EVs will mean that most of any journey will be done by metro, with the car picking you up only for the last few kms of your journey.

Car centric urban planning is not sustainable. For a city to function, we need an extensive network of mass public transport to be the backbone of Sydney's transport system.

Sydney – we have blown it. Now. How to we fix the sad sorry state of transport decision making?

F6 Action strongly urges NSW Planning to reject the F6 Extension.

[redacted]

Name: YVELINE PILLER
Email: [redacted]

Address:
[redacted]

Sans Souci, NSW
2219

Content:
I am concerned about the impact this F6 extension project will have on the birds, the fish, the river and the flora of the Bicentennial Park which is used extensively by the community including many children as an oasis of peace and tranquillity in the middle of a highly developed area.
I also want to maintain the ability to cycle on President Avenue for pushbikes. with the protection of traffic lights maintained.
Finally, I am not impressed with the brochures issued by the NSW government on this project, which shows idyllic "artists' impressions" with a handful of cars, where thousands are expected and lots of green spaces, all under threat. The maps also need to be clear and realistic.

[redacted]



Name: Blanka Golebiowski
Organisation: UNSW ()
Email:

Address:

Kingsford, NSW
2052

Content:
It is essential that the planned F6 Extension provides a safe and separated cycleway. An active transport link MUST be built as a safe, end to end link from Presidents Avenue in the south, to Sydney Airport. This must:
- include a solution to connect at Marsh St via the Giovanni Brunetti Bridge
- integrate with Bayside Council's Active Transport plans
- be wide enough to cater for the future, i.e. 3m for riders and 2m for pedestrians, without pinch points and unsafe corners
- entirely off-road using RMS owned land to connect riders with either over-bridges or at road signalised crossings that keep riders safe, not pedestrian or "refuge" style crossings that endanger younger riders or infants in child carriers.

In addition, cycling and pedestrian detours during construction MUST be provided on a "like for like" basis, avoiding shared path closures that force riders into traffic.





[redacted]

Name: Lucy Smith
Organisation: St George District Netball Association (Vice President)
Govt. Agency: No
Email: [redacted]

Address:
[redacted]

Rockdale, NSW
2216

Content:
Please find our EIS submission for the F6 Extension Stage 1 (SSI_8931) attached.

[redacted]

St. George District Netball Association Inc. ABN 97 869 230 976 P.O. BOX 752
KOGARAH NSW 1485 COURTS: 310 WEST BOTANY ST, ROCKDALE
www.stgeorgedistrictna.nsw.netball.com.au

12 December 2018

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

SSI_8931
F6 Extension Stage 1 – EIS Submission

Re: St George District Netball Association – Upgrades to Netball Facilities

To whom it may concern,

St George District Netball Association (SDNA) has prepared this letter as a formal submission in response to the F6 Extension Stage 1 EIS.

SDNA is an Association with over 1,600 members that has been providing a quality sports service to residents of the Bayside and Georges River Council areas for over 60 years.

SDNA is located at the site known as 310 West Botany Street Rockdale (refer Attachment 1). The SDNA courts are located in close proximity to the F6 Extension Stage 1 project (refer Attachment 2) and will be impacted by proposed shared cycle and pedestrian pathways through the site.

SDNA understands that Roads and Maritime are proposing $20 Million in upgrades to sporting facilities in the area to compensate for project impacts including overall loss of open space. SDNA strongly feels that impacts to our facilities should be minimised and that upgrades to our netball facilities should be included in the allocation of this funding. We are currently seeking funding for the following upgrades to our facilities:

1) Repair and reseal our 15 hard courts (refer Attachment 1) which are showing various signs of stress and failure. Some courts become unplayable in wet weather and the site

has various constraints as it is founded on uncontrolled fill (former tip site). Presently the SDNA facilities are failing to meet court standards.
2) Upgrades to our 17 grass courts (also refer Attachment 1) that are in need of maintenance and repair due to ground movement over time.
3) Our amenities block is also currently inadequate and will need upgrading at some time in the near future.

Further information and explanation is provided below.

SDNA Licenced Area

SDNA leases the site from Bayside Council with the current lease agreement expiring in 2024. The site is a former landfill site. The lease 'licenced area' includes both Council land (15 hard courts and carpark area) and Department of Planning Land (17 grass courts). The Department of Planning Land is managed by Council.

Netball NSW Support for SDNA

In mid-2018 SDNA commenced working with Netball NSW to create a Master Plan for the site to address the needs for upgrades and future planning. The Master Plan is currently a draft document that will be updated and is intended to evolve over time. The Master plan includes Stage 1 Resurfacing of hard courts, Stage 2 Grass courts upgrade, Stage 3 Indoor Courts. We are currently seeking funding for Stage 1 and Stage 2. Netball NSW supports SDNA in our endeavors to seek funding for Stage 1 and 2 upgrades to our facilities (refer Netball NSW letter of support included as Attachment 3).

Bayside Council Support for SDNA Facilities Upgrades

In November 2018 SDNA met with local member Steve Kamper MP, Netball NSW and Bayside Council to discuss the need for court upgrades.

It was agreed with Council that the current focus should be the Stage 1 and Stage 2 resurfacing works and Council offered their support for this project. As SDNA do not have the resources or expertise to fully scope all requirements for this project, we requested Bayside Council assistance. Bayside Council have advised SDNA they currently do not have any Capital works funding to contribute, however they indicated that they support the project and would be willing to manage the works if funding was received from other sources.

At the Bayside Council meeting on 12 December 2018, Bayside Council passed the following motion in support of the SDNA upgrades:

1. *That Council prepares a report on the maintenance backlog at the West Botany Street netball courts, including but not limited to the need for court resurfacing and subsidence issues.*

2. *That Council writes to all St George local State and Federal MPs seeking co-funding commitments to address the historic under-investment in women's sport in the St George region.*

SDNA are pleased with this resolution and will liaise with Council and MPs to further this cause.

F6 Extension Stage 1

The SDNA courts are located less than 400m from the F6 Extension Stage 1 project (refer Attachment 2).

Part of the F6 Extension Stage 1 project includes installation of shared cycle and pedestrian pathways through the SDNA site area (refer Attachment 5). SDNA supports the concept of the pathway as a Community health initiative. However we note that this will have construction and operational impacts for SDNA. We have concerns that the current concept drawings (refer Attachment 4) indicate that this pathway may encroach onto our hard court areas and result in possible loss of courts. SDNA is willing to work closely with Roads and Maritime to ensure that impacts are minimised and that loss of court space is avoided as much as possible. The timing of construction of the shared pathway also needs to be considered and would be best undertaken during the off-season (from September to February).

SDNA further understands that Roads and Maritime are proposing $20 Million in upgrades to sporting facilities in the area to compensate for project impacts and overall loss of open space. SDNA strongly feels that upgrades to our netball facilities should be included in the allocation of this funding.

SDNA has joined the F6 Stakeholder Liaison Group to pursue F6 facility upgrade funding opportunities. The F6 Stakeholder meeting on 3 December 2018 discussed upgrades to McCarthy Park in the form of additional soccer fields. In recent years there has already been significant upgrades to soccer fields in the Bayside Council area (as discussed further in the section below). At the meeting, SDNA expressed the view that the area considered for upgrade includes the SDNA site, which is located very close to McCarthy Park. The netball courts form part of this sporting precinct and are desperately in need of attention.

SDNA estimate the repair and reseal works for our hard courts (Stage 1) may be in excess of $1 million due to the poor and unpredictable ground conditions. Repair of the grass courts (Stage 2) and amenities block has not yet been costed. As stated in the opening page of this letter, SDNA is currently seeking funding for upgrades to our facilities. In summary this includes:

1) Repair and reseal our 15 hard courts (refer Attachment 1) which are showing various signs of stress and failure. Some courts become unplayable in wet weather and the site has various constraints as it is founded on uncontrolled fill. Presently the SDNA facilities are failing to meet court standards.
2) Upgrades to our 17 grass courts (also refer Attachment 1) that are in need of maintenance and repair due to ground movement over time.
3) Our amenities block is also currently inadequate and will need upgrading at some time in the near future.

We are seeking consideration for funding of the above from the F6 project as part of the $20 Million package that the F6 has promised to upgrade to local sporting facilities to compensate for project impacts. We also ask that the proposed shared cycle and pedestrian cycle way does not result in loss of court space and that impacts are properly managed and minimised.

Parking

Parking at SDNA is limited and on weekends there is large overflow of parking onto surrounding residential streets. As the Ador Avenue soccer fields have recently been upgraded, SDNA expects further strain on parking in Ador Avenue will be experienced.

There is no SDNA parking area for the grass courts and access is via a footbridge over the open stormwater drain that runs between the hard courts and the grass fields.

SDNA expects that further development in McCarthy Park proposed as part of the F6 works will contribute to parking pressures unless parking is properly considered. We ask that any upgrades in the McCarthy Park and SDNA sporting precinct undertaken as part of the F6 sporting upgrades also consider additional parking.

Investment in Soccer in the Bayside Council Area

Over the last 5 years, SDNA has noticed that significant investment has been made into the sport of soccer within our Council area. This has included upgrades to:

- Gardiner Park fields
- Arncliffe Park fields
- Rockdale City Suns stadium (synthetic fields)
- Ador Avenue (synthetic fields), with Ador Avenue being located on West Botany Street directly across the road from SDNA.

Although we do acknowledge that there is some female participation in soccer, soccer is a predominantly male sport. SDNA would therefore like to see similar investment being made into the predominately female sport of netball. It should be noted that SDNA does have a small number of male participants, but the sport is predominantly female.

According to Netball NSW, Netball remains the most popular team sport for girls with 23.9% participation between the ages of 9-11, increasing to 30.6% for girls aged between 12-14 years.

There has been an historic underinvestment in women's sport in the St George region. Proper investment in netball will ensure that there is fair and equitable access to quality sports facilities for all members of the community in our Council area. The F6 presents an opportunity to help address this need.

* * *

We look forward to your review of our submission. We will continue to lobby for funding assistance and support so that we can upgrade our netball facilities and improve the playing experience for our over 1,600 members.

Please do not hesitate to contact Lucy Smith (SDNA Vice President) on 0407 259 762 if you have any questions or require further information.

Regards,



Lucy Smith
Vice President
SDNA

Attachments:
Attachment 1 - Aerial photo of West Botany Street Courts
Attachment 2 - Proximity in relation to F6 Alignment
Attachment 3 – Netball NSW Letter of Support (separate document attached with submission)
Attachment 4 - Shared cycle and pedestrian pathways planned as part of the F6 extension in proximity to SDNA

Attachment 1 - Aerial Photo of SDNA hard courts (northern portion) and grass courts (southern portion) on West Botany Street, Rockdale



Source: Six Maps

Attachment 2 - Proximity of courts in relation to F6 Alignment



Source: Figure 1 – Key Features of the F6 Extension Stage 1, November 2018 Project Overview

Attachment 4 - Shared cycle and pedestrian pathways planned as part of the F6 extension in proximity to SDNA



Source: F6 Extension Stage 1 November 2018 Factsheet

netball
NEW SOUTH WALES

10th December 2018

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

SSI Application Number: SSI_8931

Re: Submission in response to F6 Extension Stage 1 EIS
Letter of Support – St George District Netball Association

Netball NSW acknowledges and supports the St George & District Netball Association with their endeavours for redevelopment of their district facility in West Botany St Rockdale.

SDNA is one of the early associations with over 60 years of history with a strong and continuous membership. Like most associations it grew and modernized as the areas developed and now is a central anchor for netball in the district servicing not only Bayside Council residents but also Georges River residents.

The SDNA complex is on West Botany St located in close proximity to the F6 project, SDNA has recently joined the F6 Stakeholder Liaison Group. SDNA understands that Roads and Maritime Services are proposing upgrades to sporting facilities in the area and SDNA wish to be considered for facility upgrade funding opportunities.

The concept is to undertake a staged redevelopment of the West Botany Street netball facility with technical support from Bayside Council. Stage 1 will encompass renewal and reseal of existing 15 hardcourts, whilst stage 2 will focus on leveling and the re-turf of 17 grass netball courts.

Netball continues to be the highest female participation sport across Australia. From humble beginnings in NSW in 1929, Netball NSW has grown to 115 associations with over 120,000 members and next year 2019 will be celebrating its 90th year of service to the NSW communities. The St George Netball Association has played a key role in the growth of netball and with modernized facilities will be able to continue to provide netball opportunities into the future.

NetballNSW along with St George & District Netball Association commit to continue to work with all key stakeholders to deliver the best possibly outcomes for the local community.

Yours sincerely,

Nikki Horton
Acting Chief Executive Officer
Netball NSW

p. (02) 9951 5000
f. (02) 9951 5099
w. netballnsw.com

Genea Netball Centre,
2 Olympic Boulevard, Sydney Olympic Park, NSW 2127
PO BOX 396, Lidcombe NSW 1825

[redacted]

Name: Sue Gay
Organisation: [redacted]
Email: [redacted]

Address:
[redacted]

Appin, NSW
2560

Content:
I OBJECT to this destruction of our City on Sydney why. Nothing you do will stop the congestion on our pathetic Road System as it will not keep pace with the immigration that you are forcing on this state. STOP NOW so many examples of this yet you still proceed. Why has it come to this...ASK yourself that question and the answer is SIMPLE.

[redacted]

[redacted]

Name: Katie Stackhouse
Organisation: [redacted]
Email: [redacted]

Address:
[redacted]

Ashfield, NSW
2131

Content:
I strongly object to the application. I object to much of Bicentennial Park and the adjoining natural ecosystems being ripped up as part of the construction works for a 'cut & cover' tunnel, with the local river system temporarily diverted, hundreds of trees felled and precious ecosystem adversely impacted.

Even though the Park in part will be replaced, new portals and the access route at President Avenue will see the permanent loss of part of the wetlands and open space, and tunnel portals and retaining walls destroying the local landscape and environment
We cannot afford this constant loss of habitat in favour of cars..

[redacted]

[redacted]

Name: Sandra Shergill
Organisation: [redacted]
Email: [redacted]

Address:
[redacted]

West Pymble, NSW
2073

Content:
Dear Department of Environment and Planning,

I wish to state that I strongly object to this extension of the F6 as it will negatively impact local open spaces which are important native vegetation and habitat for many native animals that depend on this space for survival. I disapprove of 100's trees removed to make way for a freeway, when this is the last thing our nation needs.

These delicate ecosystems cannot handle the invasion of humans diverting creeks and creating havoc in wetlands as proposed to build an unwanted, unwarranted road.

This is the wrong thing to do, the local residents are going to lose the amenity of open spaces and more broadly, the rest of Sydney and NSW need vital urban habitat and wildlife corridors. As such I strongly disapprove of the proposed F6 extension.

Many thanks for considering my input.

Regards
Sandra Shergill

[redacted]



[redacted]

Name: Adam Holt
Email: [redacted]

Address:
[redacted]

Petersham, NSW
2049

Content:
More outrageous environmental damage for another Toll Road. Build High Frequency Public Transport. Stop ripping of the people. We are watching.

[redacted]

[redacted]

Name: James Hope
Email: [redacted]

Address:
[redacted]

Coogee, NSW
2034

Content:
The planned F6 Extension should also include a safe, separated cycleway.

This active transport link should be built:

- as a safe, end to end link from Presidents Avenue in the south, to Sydney Airport
- including a solution to connect provision at Marsh St via the Giovanni Brunetti Bridge
- so it integrates with Bayside Council's Active Transport plans
- wide enough to cater for the future, i.e. 3m for riders and 2m for pedestrians, without pinch points and unsafe corners
- entirely off-road using RMS-owned land to connect riders with either over-bridges or at road signalised crossings that keep riders safe, not pedestrian or "refuge" style crossings that endanger younger riders or infants in child carriers

Cycling and pedestrian detours should also be in place during construction, to be provided on a "like for like" basis, avoiding shared path closures that force riders into traffic.
Many thanks!

[redacted]



[redacted]

Name: Robert Jones
Email: [redacted]

Address:
[redacted]

Beverley Park, NSW
2217

Content:
See Below

[redacted]

R V & G E Jones

[redacted]

BEVERLEY PARK 2217

11 December 18

Dear Sir,

RE: Application No.SS1_8931 - F6 Extension Stage 1

We wish to strongly object to the proposed Stage 1 of the F6 Extension.

The proposed twin tunnel is a motorway to nowhere and is an insult to the residents of the St George area.

To actually finish a motorway onto President Avenue, Kogarah will cause massive congestive upheaval in this area, through to Captain Cook Bridge and Tom Ugly's Bridge and further south, which already suffers major traffic congestion.

This will only funnel more motorists onto the Princes Highway and Rocky Point Road when travelling in a southerly direction, not to mention the further disruption of traffic travelling from the south in a northerly direction also along these routes. There has already been more traffic on local roads since the recent road changes at the intersection at Gray Street

Particularly for the residents living in the Beverley Park area, the only option to travelling out of the suburb is to enter Princes Highway or Rocky Point Road. It is a nightmare already when trying to negotiate driving to the local shops, or to the doctors, dentists and dropping children at school can require waiting through 4 sets of lights to cross the highway at Jubilee Avenue.

You might ask why don't the children walk to school??? It is because it is too dangerous for small children to cross over the Princes Highway to Carlton South Primary School or to St Patrick's Primary School where the intersections of Jubilee Avenue or Gray Street traffic lights are not in a 40Klm school zone.

It is believed that Princes Highway and Rocky Point Road will become a 24/7 clearway, decimating many small businesses along this route.

The **Liberal Party** is, we believe, the champion of small business but this idea of a 24/7 clearway along the two main thoroughfares through the St George area will destroy hundreds of small businesses. The shopping precincts of Ramsgate and Sans Souci are the commercial hubs of our area and this motorway and proposed clearways will be the death-knoll of our community.
For motorists travelling from the Southern suburbs including Sutherland Shire and St George, this motorway will not alleviate any congestion on General

Holmes Drive/Grand Parade or the Princes Highway/Rocky Point Road as there is no connection to the Eastern suburbs or the Eastern Distributor thus denying access to the inner East area such as Mascot or to the Northern suburbs.

If a survey were conducted, you would find that many motorists travelling on a daily basis from the Southern suburbs and beyond are in fact travelling to work in the Airport/Port Botany areas and the industrial and commercial areas of the Rosebery/Alexandria/Zetland area. Therefore this motorway connection would have no benefit to them.

At present most motorists travelling from the southern suburbs to the western areas including Parramatta, Blacktown and beyond, in most cases use many other routes such as New Illawarra Rd/Menai Road/Alfords Point Bridge (A6) or onto the M5/M7 otherwise King Georges Road(A3)/Centenary Drive, to access the M4 further west than Arncliffe, therefore this does not provide them with an alternate solution. Most would consider this route to Arncliffe too far out of their way and they would still have to manoeuvre through the traffic problems getting to the entry area on President Avenue, Kogarah.

You are attempting to bribe the community by proposing on one hand to upgrade McCarthy Park and Brighton Memorial Playing Fields but dump thousands of cars per hour onto our local roads and to sacrifice hundreds of small businesses along Rocky Point Road and Princes Highway.

My solution is to re-direct the twin tunnels at the northern end onto the Eastern Distributor and continue the F6 to the National Park as it was originally intended since the 1960's. To build the F6 in stages like this will result in it taking many, many years, possibly decades, to come to fruition. **We believe it should be done in one go or not at all**. As mentioned the southern area of Sydney has been waiting over 50years for an arterial motorway south. It's time for the south to be serviced by a better road system.

We do not want our area to become the next Concord/end of M4 to nowhere .... which created a burden on that local community over many years, decades in fact, decimating businesses along the Parramatta Road and having a major impact on residents.

We demand that the Minister and the Government reconsider this flawed design which does not take into account the good of the wider local community and to replan a better option for the F6, one that will provide in the future for a scheme that will benefit all stakeholders.

[redacted] [redacted]

Robert Jones Gail Jones

Declaration: We have not made any reportable political Donations within the previous two years.

[redacted]

Name: Warren Salomon
Organisation: BIKEast Inc (Member)
Email: [redacted]

Address:
[redacted]

BONDI JUNCTION, NSW
2022

Content:
The project should include active transport links to provide:
- a safe, end to end link from Presidents Avenue in the south, to Sydney Airport
- a solution to the current lack of a safe active transport link along Marsh St and the Giovanni Brunetti Bridge connecting the Alexandria Canal Cycleway, Sydney airport and the M5 Cycleway east to Botany Bay.
- seamless intergration with Bayside Council's Active Transport plans
- a suitably wide path to adequately cater for the future, i.e. 3m for riders and 2m for pedestrians, without pinch points and unsafe corners
- an entirely off-road route using RMS owned land to connect riders with either over-bridges or at road signalised crossings that keep riders safe, not pedestrian or "refuge" style crossings that endanger younger riders or infants in child carriers

I also request that cycling and pedestrian detours be provided during construction on a "like for like" basis, avoiding shared path closures that force riders into traffic.

[redacted]



[redacted]

Name: Yvonne Poon
Email: [redacted]

Address:
[redacted]

Maroubra, NSW
2035

Content:
It is good that this project will facilitate freight traffic to and from the ports to return local streets to low traffic volumes. However, there must be safe and protected active travel corridors built into this project for future provision of active travel as per NSW government policy - Future Transport Strategy.

I support Bicycle NSW's submission and outline of active travel connections required.
- Presidents Ave to Sydney Airport
- connection to Marsh St via Giovanni Brunetti Bridge
- integration with Bayside Council's Active Transport plans.

The connections must be wide enough to cater for future increased mode shift - 3m for cycling and 2m for walking and safe lighting and limited path curvatures.

The connections must be protected to cater for the safety of 16 years and over and elderly, as well as younger kids in longer / wider cargo bicycles, or mounted seats on the back.

Safe access via construction must be maintained, avoiding long and convoluted detours, or closures that force people from safe shared path infrastructure into heavy motor traffic.

[redacted]



[redacted]

Name: Carolyn and Anthony Britt
Email: [redacted]

Address:
[redacted]

Sans Souci, NSW
2219

Content:
Please see attached submission of 19 pages.

[redacted]

Carolyn and Anthony Britt

Sans Souci NSW 2219

13 December 2018

Director, Infrastructure Projects

Department of Planning and Environment

Application number SSI_8931 (F6 Extension Stage 1)

Dear Sir/ Madam,

Submissions in response to Environmental Impact Statement (EIS) for the F6 Extension Stage 1

We write to respond to the EIS for the proposed F6 Extension Stage 1 prepared by AECOM, and to voice our objection to the F6 Project (Stage 1 and future potential stages).

Our submissions are set out below:

1. Serious flaws in procedure invalidate the EIS and will render any approval vulnerable to legal challenge

1.1. NSW Government must halt all further work in relation to any part of an F6 Extension and wait for the Report from the Inquiry into Westconnex Impacts by the Legislative Council Public Accountability Committee.

At the time of writing these submissions, the NSW Inquiry into Westconnex Impacts convened by the Legislative Council Public Accountability Committee was ongoing[1]. The terms of reference[2] include "*the relationship between Westconnex and other toll road projects including …the F6*".

The Public Accountability Committee is expected to report by 17 December 2018 i.e. several days after close of submissions for the F6 Extension Stage 1 EIS on 14 December 2018, even though the findings of the inquiry will be relevant to the project under consideration and may well give rise to concerns.

The evidence before the Public Accountability Committee has included damning accounts from affected residents and experts as to the adverse effects of Westconnex and raised concerns about its planning and implementation (including as to transparency).

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[1] https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2497#tab-otherdocuments accessed 30 November 2018

[2] https://www.parliament.nsw.gov.au/lcdocs/inquiries/2497/Terms%20of%20reference%20-%20Inquiry%20into%20the%20impact%20of%20the%20WestConnex%20Project.pdf accessed 30 November 2018

In the interests of the public and respect for the inquiry and parliamentary process, the NSW Government must halt any further work towards the F6 Extension stage 1 project until the Westconnex inquiry is completed, and its recommendations made and digested. The NSW Government must hear what the Public Accountability Committee has to say, learn from the mistakes of Westconnex and not repeat them.

The public will require time to digest the recommendations of the Committee and make such submissions as they consider appropriate in relation to any F6 Extension Stage 1.

1.2. Political agenda and lack of transparency. This F6 Extension Stage 1 is already contemplated as a 'New Connection Project' by an existing Westconnex contract and can be wrapped up quickly into Westconnex. Adverse contractual consequences may follow if any other connecting route is undertaken, where projected returns from M5 or the ability to meet debt financing arrangements would be adversely affected beyond a qualifying threshold (that threshold is not public information).

There is an extraordinary political momentum to build motorways and continue the spread of tollways Sydney. This Project reflects a political agenda (a Westconnex agenda to increase the viability and reach of Westconnex tollroads) to get a first stage of F6 Extension pushed through during the current term of the NSW Government. This includes the cynically timed cut-off date for submissions on the EIS less than a fortnight before Christmas when the attention of the public is distracted, and just a few days before the anticipated report of the Westconnex Inquiry.

The NSW Government's imperative to drive this F6 Extension Stage 1 Project must be understood in the context of **existing Westconnex commercial contracts**. Although some are public, they are not easy to track down and review and they are partly redacted. Details of the impact of existing commercial contracts on the proposed F6 Extension Stage 1 have not been disclosed by Government as part of the notice and exhibition for the Project. **It has not been disclosed that commercial contracts are already in place that could be utilised to bring in the F6 Extension Stage 1 works, and that there may be adverse contractual consequences if a different kind of road project is undertaken.** This hidden agenda and lack of transparency undermines the entire process and must invalidate it.

The 2015 executed **M5 Project Deed**[3] between Roads and Maritime Services, WCX M5 PT Pty Ltd (Project Trustee) and WCX M5 Pty Ltd (Asset Trustee)[4] already contemplates this F6 Extension Stage 1 Project as a "New Connection Project" (see definition clause 1.1 – it is a road that connects to the New M5 Motorway, the M5 East Motorway or the M5 West Motorway, and under the Deed it expressly includes the "Southern Connector" (F6) as described in the "Westconnex Program of Works"). The "Westconnex Program of Works" is itself an amorphous

[3] This is a publicly available document, given the recommendations of the NSW Toll Inquiry at https://www.parliament.nsw.gov.au/lcdocs/inquiries/2428/Road%20Tolling%20in%20New%20South%20Wales%20-%20Final%20Report.pdf
, and is available on the RMS website (not the Westconnex site) at https://www.rms.nsw.gov.au/documents/business-industry/partners-and-suppliers/tenders-contracts/contracts-awarded/westconnex-m5-project-deed.pdf .
Schedules to the M5 Project Deed are available at https://www.rms.nsw.gov.au/documents/business-industry/partners-and-suppliers/tenders-contracts/contracts-awarded/westconnex-m5-project-deed-schedules.pdf

[4] In these submissions, a reference to the Trustees is a reference to the Project Trustee and the Asset Trustee.

term because it links to a description on the Westconnex website and may be "augmented from time to time" – see definition clause 1.1).

The M5 Project Deed contemplates the possibility of wrapping up this F6 Extension Stage 1 Project quickly by using mechanisms in the same M5 Project Deed. Specifically:

- The M5 Project Deed contemplates change procedures (i.e. variations) to change the Project Works, which includes additional works (see clause 14), even beyond completion of the New M5, and even if the additional work requires a tender process (see clause 1.3(b) of Schedule 37). It is clear that the extent of such a Change as contemplated may require new planning and environmental approvals (see clause 14.5) and could cover the F6 extension stage 1, which is identified as a "New Connection Project".
- RMS is not permitted[5] to undertake a "New Connection Project" before the date of Opening Completion of the new M5 (scheduled for 2020 according to the Project Deed), without the consent of the Trustees under the M5 Project Deed, or by directing a 'change' under clause 14.1.
- The M5 Project Deed notes that the RMS may elect to pursue New Connection Projects to give effect to the "Westconnex Program of Works" at any time during the Term (i.e. up to the year **2060** unless terminated earlier or extended beyond that). If so, RMS will give notice and details of such work to the Trustees under the Project Deed (see clause 22.4).
- The M5 Project Deed provides that RMS can require information from the Trustees to facilitate procurement of other contracts as part of the "Westconnex Program of Works" (clause 12.2) or to provide to an existing or prospective financier or equity investor.

The existing M5 Project Deed is already set up to ease the spread of the Westconnex web across greater Sydney, including the "Southern Connector" (F6) which will effectively preclude due consideration of other options. In our view, the possibility of wrapping up the F6 Extension stage 1 into the existing Project Deed by a change (i.e. variation) as described above would be contrary to the intention of Recommendation 7 of the Inquiry into Road Tolling in NSW[6] recommended as follows:

> *'That the NSW Government, prior to signing any future road tolling concession agreement, establish an independent entity that can publish an informed statement on whether any proposed road tolling agreement safeguards the public interest.'*

It is noted that the NSW Government resisted implementation of that Recommendation 7 in its response to the recommendations[7].

Importantly, there may be **adverse contractual consequences for RMS under the M5 Project Deed if RMS were to seek to connect a road to the New M5 tunnel stubs in any manner *other* than the Westconnex 'Southern Connector' connection to Kogarah / Monterey**, since this may amount to a possible material adverse effect event under the Project Deed (see clause 23A.2 and Schedule 26B) and may give rise to a dispute under that Project Deed and a need to re-negotiate with the other Project Deed parties to restore them to the same position they were in

[5] See clause 22.3 Project Deed

[6] https://www.parliament.nsw.gov.au/lcdocs/inquiries/2428/Recommendations%20-%20Road%20Tolling%20in%20New%20South%20Wales.pdf visited 13 December 2018

[7] https://www.parliament.nsw.gov.au/lcdocs/inquiries/2428/Governments%20response%20-%20Road%20Tolling%20in%20NSW.pdf at p10

e.g. amend documents, vary contributions, adjust tolls, or even consider paying compensation, as a last resort[8].

A Material Adverse Effect is an adverse effect that is a Qualifying Adverse Effect (see below) on the ability of the Borrower (WCX M5 FINCO Pty Ltd) or a Trustee to meet obligations under debt financing arrangements or give equity holders the Projected Equity Return. The Projected Equity Return is defined differently before and after the partial sale of SMC[9], by reference to a 'Model Outputs Schedule', to be updated by reference to the change in shareholding. The 'Model Outputs Schedule' is mentioned in Schedule 3 of the M5 Project Deed as one of a list of items that comprise Commercially Sensitive Information.

There will be a 'Qualifying Adverse Effect' if there is an adverse effect on projected cashflows from the project under the M5 Project Deed, where the net present value of that adverse effect exceeds a specified threshold[10]. A New Connection Project may have a Qualifying Adverse Effect where those thresholds are met for the first New Connection Project undertaken and opened, and for subsequent such New Connection Projects. Unfortunately, but not surprisingly, **the $ threshold is blacked out** (apparently as sensitive commercial information). The Legislative Council Inquiry into Road Tolling in NSW recommended that such rates of return be published[11], but the Government has resisted publishing such information[12].

There is a **public interest in greater transparency of contracts for motorways, and that interest is not being met.** There is also an absence of visibility in relation to the financing for the toll roads and increasing indebtedness of government and entities in which government maintains[13] a direct or indirect stake, such as the Westconnex group of companies. The public is entitled to know how these projects are funded in a straightforward manner. When one refers to the latest annual report for Sydney Motor Corporation[14] (parent of the Westconnex subsidiaries) it is apparent that the debts for these NSW motorways are in the billions.

1.3. Fettering of Ministerial Discretion will invalidate any approval

[8] See clause 23A.6 M5 Project Deed

[9] See clause 1.1 definition of Projected Equity Return in the Project Deed.

[10] See clause 1.1 definitions of Material Adverse Effect, Qualifying Adverse Effect and Qualifying Adverse Effect Threshold.

[11] https://www.parliament.nsw.gov.au/lcdocs/inquiries/2428/Recommendations%20-%20Road%20Tolling%20in%20New%20South%20Wales.pdf see Recommendation 2. Accessed 13 December 2018

[12] https://www.parliament.nsw.gov.au/lcdocs/inquiries/2428/Governments%20response%20-%20Road%20Tolling%20in%20NSW.pdf accessed 13 December 2018 see page 5

[13] Following the sell-off in August 2018 of a 51% stake in Sydney Motor Corporation (which owns the various Westconnex subsidiaries) to a consortium called Sydney Transport Planners (comprising Transurban, Australian Super and certain government investment corporations of Canada and Abu Dhabi), the NSW government retains a 49% interest in SMC via a company called Roads Retained Interest Pty Ltd. It is noted by the way that **costs associated with that sale transaction amounted to $53.7m** spread across a number of specialist advisors and consultants including lawyers. See the Treasury's response to questions on notice to the Westconnex Inquiry at www.parliament.nsw.gov.au/lcdocs/other/1202/NSW%20Treasury.pdf responses to questions 2 and 3-4 accessed 30 November 2018. Costs paid to Allens lawyers were just shy of $10m and $15m to Goldman Sachs.

[14] http://sydneymotorway.com.au/sites/default/files/2018%20SMC%20Directors%20Report_0.PDF

The contractual limitations arising from the M5 Project Deed and impacting the proposed F6 Extension Stage 1 Project (as described above) will render it difficult to make a fresh and open review. Evaluation of the F6 Extension Stage 1 Project will inevitably be constrained by the context of existing contracts; the apparent ease with which the F6 Extension Stage 1 Project can be absorbed into the mechanisms set up in an existing contract (the M5 Project Deed) as a 'New Connection Project'; and the consequences that may flow from the existing M5 Project Deed if some other kind of connecting route is undertaken.

This constitutes a fetter on the discretion of the relevant Minister as to whether to grant approval to this project, contrary to fundamental administrative law principles. This is the case despite the efforts of the parties to the Project Deed to disclaim this possibility in clause 8.4 of the M5 Project Deed. Indeed, the fact that clause 8.4 is included demonstrates that the fettering of discretion was of sufficient concern to the parties to expressly address this issue in the document.

1.4. Conflicts of interest invalidate the EIS and any approval

The EIS has been prepared by AECOM. AECOM has a conflict of interest, and certainly a perception of conflict of interest arises, because of:

- AECOM's other roles in relation to F6 including preliminary design;
- prior commercial contracts relating to Westconnex, into and from which the F6 will feed; and
- the prospect of further commercial contracts relating to F6 extension stage 1, if approved.

This inevitably generates an optimism bias in the EIS since AECOM is highly financially motivated to ensure the Project is approved.

The perception of a conflict of interest is exacerbated by the high degree of movement of professional personnel between the NSW motorways players including RMS, Sydney Motorways Corporation, the former Westconnex Delivery Authority, AECOM, and Leightons and Transurban, as evidenced by linked in profiles.

There appears to be no interest in debarring government personnel from taking their knowledge and skills to the private sector to be involved in the same sorts of projects as supposedly independent consultants. This makes it even more difficult to comprehend how the task of preparing an EIS and evaluating submissions can be done in an arms-length and independent fashion.

1.5. Consideration of 'cumulative benefits' which presume further stages of F6, is ill-conceived and out of scope, because the EIS is intended to consider F6 Extension stage 1 as a discrete project that stands or fails on its own. This invalidates this EIS

Due to extreme public concern and perceived time pressure on the NSW Government, the F6 has been divided off into stages. Community is now asked to make submissions on an EIS that ostensibly addresses Stage 1 only.

In this EIS, AECOM purports to look at Stage 1 as a stand-alone project, but it has not done so. Numerous references are made throughout the EIS to vague future stages of F6, including many estimates of benefits and impacts of potential future stages. (Indeed, one wonders if AECOM had the EIS pretty well 'ready to go' for more stages of F6, and has ineptly sought to quickly

prune it back for Stage 1 when the NSW Government hived it off as a matter of political expediency.)

The reader of the EIS receives **selective smatterings of information about future stages of F6**; the review of Stage 1 presumes that the future further stages will inevitably proceed yet it is described vaguely and inconsistently.

The inclusion of any so called 'cumulative benefits' that presuppose future stages of F6 (as well as other projects), misconceives the function of this EIS and invalidates the EIS. The EIS does not satisfactorily review the proposed F6 extension stage 1 as a discrete project and so it fails. (It is also noted that even the "do minimum' scenario presupposes other projects that may not proceed.)

1.6. Approval of F6 Extension Stage 1 will inevitably bias consideration of further stages, despite the absence of appropriate information about further stages at this critical point, and the lack of opportunity to make submissions on further F6 stages, which remain ill-defined.

To the extent that information on further stages of F6 is given (albeit out of scope), no complete picture is provided and there has been no appropriate consultation from the community contingently affected by future F6 stages (see further below). An approval of Stage 1 will inevitably bias decision making in relation to further F6 extension stages.

The proposed Stage 1 of the F6 Extension contemplates tunnel stubs for connection with future stages of the F6 in due course. Inclusion of these tunnel stubs will inevitably bias any full and proper consideration of an application to undertake further F6 stages and to fully and properly consider alternatives such as rail.

If F6 Extension stage 1 is approved and proceeds, the tunnel stubs will be there ready and waiting for further F6 stages, (just as there will be tunnel stubs sitting in the New M5 awaiting the Stage 1 F6 currently under consideration and will inevitably bias the decision on this Project). Westconnex and the influence of Transurban appears to spread inexorably, stage by stage, leaving tunnel stubs for the next 'still to be defined' motorway as it spreads. This is unacceptable.

1.7. Inability of community members outside Stage 1 to participate in submissions.

The EIS follows certain community and stakeholder engagement mentioned in the EIS. The EIS states[15] that, as part of its "*project information and design consultation*":

> "*A collaborative and interactive online map of the proposed project alignment was launched in June 2018 via the Project webpage, inviting community members to provide comments on the project. Roads and Maritime received 165 comments from 74 individuals during the consultation period between 12 June and 27 July 2018. The scoping report mentions the earlier opportunity for online comment from community.* "

We are residents of Sans Souci who do not live within the Stage 1 area, but live within the area near Captain Cook Bridge within the Stage 2 (or B) area. We wanted to make our comments on the Project design and tried to do so near the end date for online comments. We tried but were **unable to participate in the online submission** facility since we were outside of the mapped

[15] Table 3.1, Chapter 3 EIS

Stage 1 area. Given the impossibility of completely divorcing Stage 1 from further stages (as evidenced by the EIS itself) this was a **serious flaw in the consultation procedure. The voices of concerned community members have not been heard, and the preconditions to proceed to EIS were not satisfied**.

2. Substantive flaws in the EIS

2.1. Misleading representations as to the business case for this project, and flaws in the business case itself. The EIS does not disclose that wider perceived benefits of productivity and city shaping are not accepted in conventional transport planning analysis. Once excluded, the BCR is lower than it was for the Sydney Light Rail, which is a mess. In some foreseeable circumstances the BCR for this project is less than one. None of this is disclosed in the EIS. The full business case is 'cabinet in confidence' and has not been made publicly available.

The RMS website[16] lists 11 benefits of the proposed F6 Extension Stage 1 Project. It does not mention any of the costs, except the expected construction cost of $2.2-$2.6bn. It does not mention other costs such as increased noise, and pollution, consequences for biodiversity; health impacts, including serious mental health impacts from anxiety and lack of sleep; risks of subsidence; loss of property values; and the negative impacts on communities divided and reshaped negatively by motorways. This is misleading by omission.

It did not mention any **benefit to Westconnex interests**, including from increased tolling revenue, since the Project feeds directly into Westconnex. Westconnex is expected to be a key beneficiary of the F6 extension[17].

The EIS states[18] that a Final Business Case was completed for Stage 1 of the F6 extension project, which outlines certain expected benefits, namely: transport benefits ($2,005m), productivity benefits ($236m) and 'city shaping benefits' ($137m).

However, **indirect and uncertain perceived benefits of 'city shaping' and productivity must be rejected and ignored as part of the benefit: cost analysis**. These are <u>not</u> to be treated as conventional benefits in transport planning analysis. Infrastructure Australia has noted as recently as 2017 (in relation to the Sydney Metro Sydney and South East) that the methodology underpinning the quantification of wider economic benefits (such as productivity benefits) is still under development, and the inclusion of city shaping benefits is not standard practice in transport cost-benefit analysis in Australia[19].

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[16] www.rms.nsw.gov.au/projects/sydney-south/f6/index.html accessed 29 November 2018

[17] See Transurban Open Briefing August 2018 available at http://www.openbriefing.com/AsxDownload.aspx?pdfUrl=Report%2FComNews%2F20180831%2F02016931.pdf accessed 30 November 2018

[18] At 4.4, Chapter 4

[19] https://infrastructureaustralia.gov.au/projects/files/Sydney_Metro_City_Southwest_Summary.pdf page 4

We have looked at the Infrastructure NSW Final Business Case Summary Document[20] for the F6 Extension Stage 1 that is mentioned in a footnote in the EIS. That Business Case Summary mentions that, **when the concepts of productivity and city shaping are excluded (which surely they must be), then the Benefit Cost Ratio (BCR) is just 1.31**.

The BCR declines further to 1.21 assuming '*no benefit from the release of the existing F6 corridor*'. It is not clear to an ordinary reader what this (vis, '*no benefit from the release of the existing F6 corridor*') means and so we do not understand the circumstances in which the BCR is anticipated to decline to just 1.21. Does release of the existing F6 corridor mean changing the zoning of surplus F6 corridor land for development? Or something else? This statement needs further and immediate clarification for the ordinary reader because it is key to understanding when the BCR is anticipated to decline to just 1.21.

The Final Business Case Summary even notes that **in certain circumstances the Benefit Cost Ratio could be less than 1** where 'sensitivities were performed on the economic results' which involved excluding productivity and city shaping, and applying discount rates of 10% and a probability factor of 90% as to costs (P90 rather than P50). **It has not been disclosed to the public in the Application or EIS that in certain foreseeable circumstances this project would have a Benefit Cost ratio of less than one.**

We would have liked to review the **full Business Case**. We contacted Infrastructure NSW to find out where we could find a copy of the full Business Case, but we were told that this was not on their website because it was **'cabinet in confidence' and not publicly available**. This is unacceptable because community members are unable to comment on the assumptions and methodologies on which the Business Case is made, and whether or not those assumptions are realistic and methodologies are sound.

Given the cost blow-outs of other recent and current NSW infrastructure projects, it should be expected that costs will blow out in relation to the F6 Extension stage 1 if it proceeds. NSW Government projects have a bad reputation in this regard. In the current Westconnex inquiry, the Transport Workers Union, in response to questions posed by the inquiry, noted **over $11bn of cost blow-outs in recent NSW infrastructure projects,** including $6bn in relation to Westconnex[21].

Indeed, in the current Westconnex inquiry it was also suggested that perhaps the Sydney Gateway project was taken out of the Westconnex scheme (without any corresponding reduction in the NSW Government 18/19 budget) in order to disguise Westconnex cost blow-outs[22].

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[20] Infrastructure NSW Final Business Case Summary page 8 http://www.infrastructure.nsw.gov.au/media/1664/f6-extenstion-stage-1_fbc-summary_final.pdf

[21] See responses of Transport Workers Union of NSW response to the Inquiry dated 7 November 2018 available at https://www.parliament.nsw.gov.au/lcdocs/other/12064/Answers%20to%20questions%20on%20notice%20-%20Richard%20Olsen,%20Transport%20Workers%20Union%20to%20secretariat%20-%207%20November%202018.PDF accessed 30 November 2018

[22] See question 9 and the response to that (i.e. that the question should be referred to the Government) in the answers to supplementary questions provided by the Auditor General of NSW

In our view there has been a serious underestimate of costs and overestimate of benefits, all with a view of driving this project through.

The BCR for **Sydney Light Rail** was revised to 1.4 when wider unconventional benefits were removed[23]. It still went ahead because at least the BCR was more than 1. And it is clearly **an ongoing mess** due to the underestimation of costs and overestimation of benefits. This proposed **F6 Extension Stage 1** BCR is stated to be about 1.3 with such unconventional benefits removed, that is, **a BCR even lower than for the Sydney Light Rail**. (In some foreseeable circumstances the EIS concedes it may be lower still, or even less than 1.) Hasn't the NSW Government learned anything from the Sydney Light Rail debacle?

2.2. Confusing and misleading information regarding possible further stages of F6.

To the extent that any information has been provided about potential future F6 stages, (albeit out of scope for this EIS) it is **selective, inconsistent and confusing and therefore misleading and deceptive**.

For example, below are two different representations of the future F6 stages, one in the SSI Scoping Report (Application) and one in the EIS relating to the Application. The EIS indicates that the precise route of future F6 is not yet settled but would generally follow the F6 corridor.

However, a diagram from the EIS for the first time appears to represent the F6 as coming down the Georges river side of Rocky Point Road, when all earlier representations show it to be broadly down the corridor, the other side of Rocky Point Road.

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dated 7 November 2018 as part of the Inquiry into Westconnex impacts. See https://www.parliament.nsw.gov.au/lcdocs/other/12073/Supplementary%20questions%20-%20Audit%20Office%20of%20NSW%20-%207%20November%202018.PDF accessed 30 November 2018

[23] Key findings of NSW Audit Office Report available at https://www.audit.nsw.gov.au/publications/latest-reports/performance/cbd-and-south-east-light-rail-project/project-scope-costs-and-benefits accessed 1 December 2018.

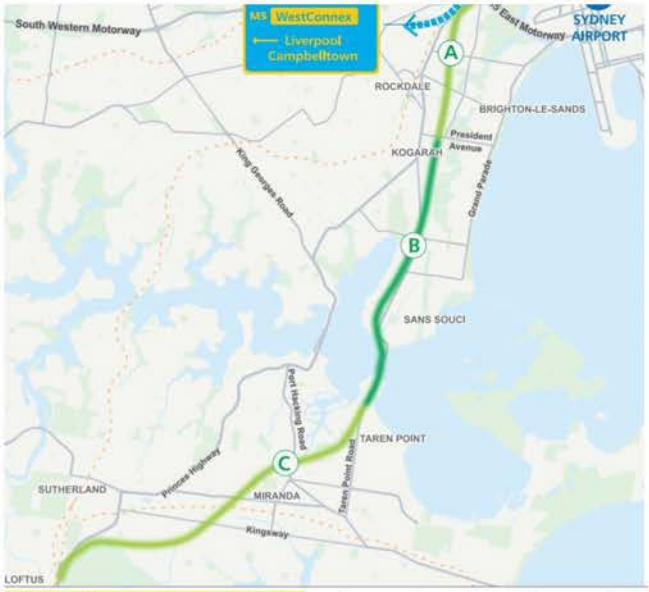
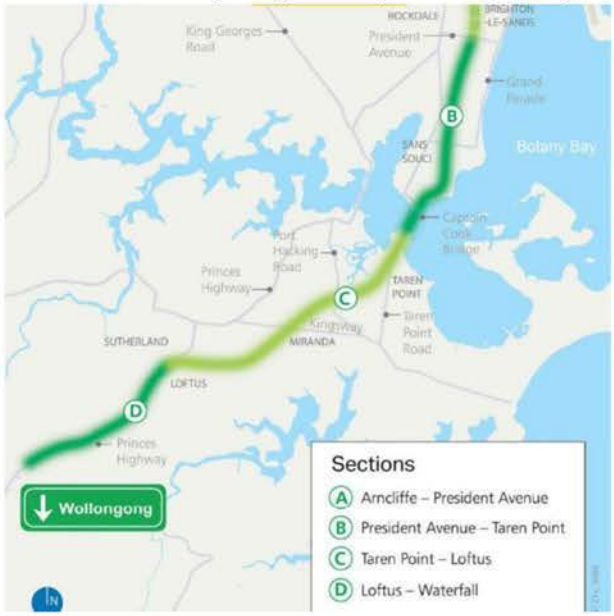


Photo from page 112 EIS – shows F6 going down the river side of Rocky Point Road which has never before been suggested and we presume is **careless work**. **If not, this demands <u>immediate explanation</u> because it is a serious departure from previous represented routes**.

COMPARE Photo from p31 Scoping Report (Application) – compare the diagram below with the route down the Bay side, broadly in the corridor, on the other side of Rocky Point Road.



This is really careless and has scope to generate considerable anxiety within the community. It shows a serious lack of respect and concern about the significance of such big projects on local residents and the importance of the EIS to shine light on project proposals.

The EIS indicates that the Captain Cook Bridge will become part of F6 in future stages and heavy vehicles are expected to double[24]. This is despite the Project Overview document for the project predicting a "reduced number of trucks on surface roads by over 2,000 per day"[25].

[24] See EIS at 8.6.5

[25] https://www.rms.nsw.gov.au/documents/projects/sydney-south/f6/f6-project-overview-201811.pdf page 8

On occasion, there is a reference in the EIS to a "*new arterial bridge*" crossing the Georges River[26], but it appears to be dealt with separately and it appears it is not necessarily a part of future F6. It is simply too vague and unspecified, and the public does not get the chance to comment at this critical point.

The process of hiving off Stage 1 means that approval of stage 1 will bias consideration of further stages, even though those further stages have not been particularised nor consulted upon.

2.3. Misleading and deceptive statements in relation to tolls

The SSI Scoping Report (Application) states (at 4.11):

> *"The project may include tolling, however a decision is yet to be made on the tolling arrangements."*

This statement that the Project *may* include tolls is disingenuous. **Of course** it will include tolls if it goes ahead. The executed M5 Project Deed is based on a projected return for Westconnex that already contemplates F6 as a 'New Connection Project' as part of the tollway system. However, the EIS is not upfront about those tolls.

In table 6.1 of the EIS, it states that "*tolling would be separate from the New M5 tolling*". Below that table, the EIS then states:

> *"The motorway tunnel is proposed to be tolled at a flat rate of $1.77 each way (2017 dollars)."*

That's the bit people read and absorb - the part with the $ attached.

The EIS goes on to say later in that same paragraph that "*the WestConnex flagfall and distance based toll will also apply..*". The body of the EIS report does not, however, in the same Chapter put a $ sum to that extra amount. This is **misleading and deceptive** by omission.

The reader would have to go right through to Chapter 15 (at 15.4.7) to find the true likely toll cost:

> *"Travel through the F6 Extension Stage 1 tunnel would incur a toll. …. It should be noted that motorists travelling through the F6 Extension Stage 1 tunnel would be subject to a $1.77 toll in each direction. The northern end of the tunnel would however connect directly to the New M5 Motorway, which is part of WestConnex. This would mean that all motorists using the F6 Extension Stage 1 would also be subject to the WestConnex flagfall and minimum distance charge,* ***resulting in a minimum toll of $4.56 (one-way) for all motorists using the F6 Extension Stage 1.***"

Note: the part of the sentence in bold is omitted from the relevant part in 6.1, i.e. 6.1 is basically lifted from 15.4.7 but deliberately omits this part of the sentence.

Trucks will be tolled 3 times the cost of light vehicles. It is possible that heavy trucks in particular may avoid using the tollways and use surface roads instead which is a disadvantage to local residents.

[26] See various tables in Chapter 8 including figure 8.32.

2.4. Unreliable underlying assumptions

2.4.1. AECOM has no credibility in relation to traffic forecasting due to past history

AECOM has got traffic forecasting wrong on other major toll-road projects.

It has been widely reported in the press that AECOM recently paid sums of approximately $280m to banks and $121m to investors[27] to settle litigation cases about misleading statements in connection with traffic forecasting in for Brisbane's North South Bypass Tunnel (Clem7 tunnel). It was also reported that AECOM was no longer going to be forecasting Australian toll road traffic after making those large settlements – it was getting out of that risky business[28]. Yet here they are doing just that for the proposed F6 Extension stage 1.

AECOM's poor history undermines the credibility of the traffic and transport parts of the EIS for this F6 Extension Stage 1 project. Moreover, we submit that AECOM has a clear incentive to provide robust traffic forecasts because of its involvement in Westconnex contracts and the prospect of more.

Even if one ignores these important concerns as to reliability, it is noted that the EIS Chapter 8 finds that in 2026, with the inclusion of the project, road network productivity is only forecast to improve slightly. There will be some increased delays. Traffic on Rocky Point Rd will increase. For some people travel time with increase.

The inclusion of 'cumulative scenarios' in Chapter 8 is misleading because this purports to be a stand-alone report on Stage 1.

2.4.2. Assumptions in air quality report – figures were <u>assumed</u>, not verified, due to time constraints

The F6 Extension stage 1 Project Overview document[29] states that an air quality modelling assessment was carried out to measure impacts on air quality during construction and operation of the F6 Extension Stage 1. We understand that the background concentration is first established in order to assess, with modelling, how the Project will change the concentration of certain pollutants.

However, the EIS mentions (at 9.4.6) that:

> *"Two project-specific monitoring stations were established for the F6 Extension by Roads and Maritime in 2017. One of these (station F6:01) was at a background location, and the other at a roadside location. Given the date of deployment,* ***the time period covered was too short for these to be included in the development of background concentrations and model evaluation****."*

So it was all done with some rush apparently and the background monitoring for the F6 Extension stage 1 Project was not properly included in the report after all. This is not mentioned in the summary but buried deep within the report.

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[27] *Hopkins v AECOM Australia Pty Ltd No 8* (2016) FCA 1096 – approval of settlement with investors.

[28] Wall Street Journal 21 September 2015; The Australian 22 September 2015.

[29] At https://www.rms.nsw.gov.au/documents/projects/sydney-south/f6/f6-project-overview-201811.pdf accessed 2 December 2018 at p46

The Report further states (at 9.4.7) that "***assumed*** *background concentrations were identified, to be used as a base against which impacts on air quality as a result of the project are assessed*".

The EIS asserts (at 9.6.3) that:

> *"The predicted total concentrations of all criteria pollutants at receptors were almost always dominated by the existing background concentrations*".

The F6 Extension stage 1 Project Overview document[30] also states:

> *"Figure 17 from the air quality assessment demonstrates how:*
>
> - *Most of the air pollution is existing background concentrations*
> - *The changes in air quality are driven by changes in surface road traffic*
> - *The ventilation outlets make a very small contribution to local air quality."*

This is misleading and cannot be supported. The background concentrations were assumed, and not verified because of time constraints as conceded in the EIS (at 9.4.6). This brings into serious question the reliability of the above statements in the EIS and the Project Overview document to the effect that most of the pollution will be from existing background concentrations. How can that be said when background concentrations were assumed?

We also find it curious and troubling that many of the receptors that were identified for Stage 1 were way out of the area of Stage 1, and included receptors as far as St Finbars Primary School. We repeat our concern that it has been impossible for the authors of the EIS to disentangle Stage 1 and consider it separately from future possible F6 stages: their brief has been misconceived and invalidates the EIS. For example, it is completely out of scope to include in table 9.13 any information about a proposed future Section B of F6 extension and it does not inform the decision to weigh the merits and costs of Stage 1 as a stand-alone project.

As to content of the report, we find it enormously concerning that the largest increase in pollutant concentrations would be experienced at **St George School Kogarah**. This is a school for **special needs children** and will impact some of the most vulnerable children in the community.

The Ch 9 EIS Report states (at 9.44) that exhaust emissions would reduce i.e. improve in future years. This is not verifiable and the Report authors must also consider the socio-economic mix of the community affected by the Project, before assuming we will all be upgrading cars to lower emissions to suit the tunnel objectives.

Some further troubling aspects of Chapter 9 of the EIS include the following:

- The Report notes that there is an **absence of specific direction for road and tunnel projects in NSW, and so they used UK guidelines**[31]. Why are there no guidelines for NSW given the pace of road and tunnel projects in NSW? Surely UK guidelines are

[30] At https://www.rms.nsw.gov.au/documents/projects/sydney-south/f6/f6-project-overview-201811.pdf accessed 2 December 2018 at p46

[31] At 9.5.1 of EIS

not appropriate given the completely different climate in UK and NSW. For example, the difference in rain patterns, heat and humidity would surely impact the dust impacts of construction in NSW.

- The potential for serious odour in the area north of President Ave and west of West Botany Street.
- Table 9.14 in Chapter 9 sets out limits on discharges from ventilation outlets in Northconnex and Westconnex. There is a footnote (1) to the Max value of 4.0 specified for volatile organic compounds (as propane) which simply says *"Stated as 1.0 in the conditions of approval for Northconnex"*. What does this mean? Does it mean that the limit is only 1mg/m^3 per approval conditions, but it is in fact 4.0 mg/m^3? What is the maximum value and is it being exceeded in Northconnex? This important issue of discharge limits from ventilation outlets should be clarified as it may impact decision making in relation to F6 Extension Stage 1.
- At para 9.5.4 of the Report, it is asserted that, with mitigation strategies, the overall risk due to dust in construction would normally be considered not significant (except on some occasions, so there is no guarantee). We find this assertion to be unsustainable given the experience of those community members living through the horrors of Westconnex.
- Chapter 9 (at 9.6.4 p72) notes the location of receptors at height and **assumes that there is no further construction at receptor locations**. Given the pace of high-rise construction in this area, it may be unreasonable to make this assumption.

2.5. Biodiversity concerns, including failure to comply with M5 approval conditions

This F6 Extension stage 1 Project is likely to adversely impact on and delay (if not thwart) the Habitat Creation and Captive Breeding Program for the Green and Golden Bell Frog around the Kogarah Golf Course[32], which is part of the approval conditions for the New M5 (see conditions B14-19 of the consolidated conditions of approval for that project[33]).

This is part of the New M5 biodiversity mitigation measures to captively breed and reinstate the frogs in their habitat at the conclusion of New M5. If the F6 Extension Stage 1 goes ahead, it is far from clear whether there can be any reinstatement at all, due to continued use of some parts of the frog habitat for construction of F6 stage 1 (at C1), and noise, dust and vibration adversely affecting the other areas of proposed habitat area, making it unsuitable for reinstatement at least for the duration of the proposed project. **A further 4 years of construction (probably more) of F6 Extension Stage 1 would seriously throw into doubt whether those biodiversity mitigation measures can be satisfied. This shows contempt for the planning approval conditions for the New M5.**

It is most misleading for RMS to state in the EIS Project Overview document that "*the New M5 Motorway Green and Golden Bell Frog Management Plan will continue to operate in line with planning approval requirements for that project*"[34]. **This makes it sound like the intended**

[32] See EIS at 12.3.2

[33] https://majorprojects.accelo.com/public/276d06297a89eb33795005215c283b0c/WestConnex%20New%20M5%20MOD%201-6%20Consolidated%20Approval.pdf

[34] EIS Project Overview document https://www.rms.nsw.gov.au/documents/projects/sydney-south/f6/f6-project-overview-201811.pdf at 3.6

action complies with M5 planning conditions about the Green and Golden Bell frogs. It will not. At best, approval of F6 Extension Stage 1 would seriously delay, and may well thwart, the intended restoration of the frogs to the frog habitat that was a requirement of New M5 approval.

The EIS contains a statement that the continued use of a construction facility site (C1) is

> "*..unlikely to significantly affect Green and Golden Tree Frog. This is because the species is not likely to be present due to a decline in the population and the removal of adult frogs for the captive breeding program (as part of the New M5 Motorway Project*"[35].

However, as the EIS concedes, this decline in population is partly due to disturbances due to road construction activities[36]. In other words, the adult Green and Golden Tree Frogs that were still left there after predators, climate and roadworks took their toll, were removed for the sake of the New M5 and now are unlikely to be restored on completion of the New M5 as promised and as required by approval conditions.

A likely low impact on the frog population ought not justify a conclusion that referral to the Commonwealth is not required (see 12.4.5 EIS), in circumstances where that likely low impact is largely due to the proponent's own prior conduct, particularly where due to non-compliance with project approval conditions for New M5.

The EIS arrogantly assumes that the proponent can simply trade the safety and future of flora and fauna for an existing intangible credit on a biodiversity register. Those credits are supposed to be a last resort, not something kept in the back pocket for successive projects to ride roughshod over the natural environment.

2.6. Concerns about spoil haulage and disposal

2.6.1. Spoil handling and removal (see EIS 7.3.1 and table 7.8)

The EIS states that works to be undertaken outside normal working hours are to be within the noise guidelines. However, the tunnelling goes for at least a full 3 years and noise guidelines are designed for short term disturbances, not consistent night time noise over a three-year period.

To simply state that the works will be within the noise guidelines is entirely inadequate. If this project proceeds despites our objections, and despite concerns of the community, there must be strict limits on working hours and the activities that are to be undertaken out of hours in the affected residential areas. Affected residential areas include not only the area surrounding the tunnels and the portals but also the areas through which the spoil is hauled on its way to the as yet unidentified disposal site/s. Areas outside of the proposed F6 extension stage 1 will be impacted.

Table 7.8 of the EIS sets out typical construction work hours. Included in the activities which are stated to be undertaken **24 hours a day, seven days a week** are:

- Tunnelling;
- Underground construction;

[35] EIS at 12.4.7
[36] EIS at 12.2.3

- Oversize deliveries;
- Spoil removal and haulage.

The concept of running large heavily laden trucks in suburban streets 24 hours a day and seven days a week is entirely objectionable and **should not be permitted**. The effect on the quality of life and, in particular, the quality of sleep will be severely detrimental.

2.6.2. Spoil haulage (see EIS 7.6.5)

This section states that there's a target of "95% beneficial reuse of the useable portion of spoil".

This is **fluffy nonsense**. Firstly, it is a target only and therefore largely meaningless. Secondly, there is no indication of how much of the total spoil will be classified as "useable" (or how that classification is reached). Thirdly, there is no indication of where this reuse will take place. It could take place off-site and therefore do nothing to reduce quantities of material being hauled along suburban streets at all hours of the day.

According to the EIS, several spoil disposal sites have been identified but are not named. It is difficult to understand why these are not named and the effects of their use considered. In the absence of identification, it is impossible to make any projections on the effects of spoil haulage or any assessment of any noise and traffic effect mitigation measures that may be put in place. Given the three years of spoil haulage that are expected to be undertaken this appears to be a severe shortcoming of the EIS. **The project should not proceed until the effects of the spoil haulage to identified disposal sites are fully considered**.

2.6.3. Spoil and Construction traffic assessment modelling (see EIS 8.1.2)

The worst case issued by the EIS is the spoil removal during tunnel construction in 2021.

The modelling used does not extend further south than Park Road / Ramsgate Road (and not quite that far south), yet none of this portal will be disposed of within the boundary of the area used for the traffic modelling. **This means that most of the traffic effects of the spoil haulage are not modelled.**

There is **no constructions spoil management plan available to view**. However, if the M4 East construction spoil management plan is any example of what can be expected, **the 'approved for construction version' (Rev 0) of that management plan has had the spoil disposal locations and haulage routes removed!** It would appear that the public is not permitted to have any details of spoil haulage routes.

2.6.4. Spoil handling and haulage aspects are uncontrolled

So, no spoil disposal sites are named nor haulage routes identified. In the circumstances, it is impossible to assess the impact of the spoil haulage and roads, communities, residents, traffic, travel times or anything else. Nor can any measures in mitigation of the ill-effects of this long-term spoil haulage be considered or assessed. In other words, it appears to be **completely uncontrolled**.

2.7. Concerns about construction traffic impacts

Table 7.6 (Chapter 7 of EIS) sets out indicative heavy vehicle and light vehicle numbers.

There's an expectation at C1 of 276 heavy vehicles per day. This equates to an average of 25 vehicles per hour based on a working day of 7:00 AM to 6:00 PM.

At the same time there is expected to be 274 heavy vehicles at C2 per day (also an average of 25 vehicles per hour) and 178 heavy vehicles at C3 (an average of 16 heavy vehicles per hour).

In total this represents an average of 66 heavy vehicles per hour during the working day which is more than one per minute.

The numbers of light vehicles are even higher. At C1, 366 light vehicles (an average of 33 per hour), at C2, 352 light vehicles (an average of 33 per hour) and at C3, 642 light vehicles (an average of 58 per hour). In total one vehicle every 30 seconds.

These numbers are high and will have a severely detrimental effect on traffic movement in the general area of the works which has no capacity to cope with this additional traffic and is particularly sensitive to any adverse traffic events.

The local area will simply be unable to cope with the traffic impacts over the extended life the project.

2.8. Serious omissions from the EIS

Further to the above, a number of important things are not disclosed in the EIS, or are left to be figured out after approval of the Stage 1 project, including the following:

2.8.1. Construction Wastewater (see EIS at 7.3.1)

Given the proximity of the works to the Cooks River and to Botany Bay, clipped statements to the effect that construction water would be treated for disposal to stormwater are totally inadequate. When periods of high rainfall coincide with high tides there is very little or limited stormwater capacity in the system. There is no mention of any alternative plans for the disposal of construction waste water should discharge to the stormwater system not be possible or be of insufficient capacity.

Further, comments to the effect that water that does not meet the discharge criteria will be taken off site by tanker disguises the fact that **water that fails to meet discharge criteria will nonetheless be discharged to the local system for some time before test results of discharge water are returned from the laboratories** to let the contractor know that the discharge criteria has not been met. Not all discharge criteria can be monitored in real time on site and it is usual for a number of criteria to be tested off-site in NATA registered laboratories. It would typically take up to 24 hours for some test results to be returned to site during which time out of spec water would be being discharged.

This portion of the EIS is sadly lacking in detail.

2.8.2. Flooding impacts

The Appendix M Flooding Technical Report in the EIS notes[37] that inundation of the construction sites by flooding has the potential to:

- Cause damage to the project works;

[37] EIS Appendix M Technical Report under heading "Assessment of construction related impacts"

- Cause delays in construction programming;
- Pose a safety risk to construction workers;
- Detrimentally impact the downstream waterways through the transport of sediments and construction material by floodwater; and
- Alter the characteristics of flooding in adjacent developments.

However, the EIS leaves a lot to sort out post-approval in relation to flooding. For example, further hydraulic assessment and design development will be required aimed at reducing construction impacts of flooding[38] and residual impacts of the project on flood behaviour[39]. A Flood Management plan will be required[40].

This should not be left as a post-approval matter since the EIS states that **a large number of the construction sites for this project can expect to be inundated at least once a year** during construction period[41], which would be for at least 4 years (and, based on other NSW projects will probably be more).

2.8.3. Construction noise attenuation

Chapter 7 of the EIS at 7.7.3 indicates that noise attenuation measures will be put in place at the ancillary facilities. However, there is nothing to indicate what will be done on the haulage routes or along the tunnel routes.

This is entirely inadequate in circumstances where night-time haulage of spoil will continue for three years. The project should not proceed until there is some detailed information available of measures to be taken in this regard.

2.8.4. Sub-stratum acquisitions

The EIS does not disclose just how may private properties are likely to be affected by substratum subsurface acquisition (see 14.4.3) for which the EIS indicates that generally no compensation is payable except in specific circumstances. How many people will be offered pre-construction dilapidation surveys (per 14.4) due to risk of ground movement? The public is entitled to know this information.

The EIS identifies that ground movement overlying the tunnel would be below 5mm, but 'settlement' in construction above 'caverns' would be 10-13mm. However, in some areas around Spring St, Bay St and President Avenue, **the ground movement could be as much as 50mm**[42]. This is enough to cause really serious cracking in premises in the vicinity of these areas above the tunnel.

In light of the Westconnex experience this is very serious indeed and it may be inadequate simply to offer owners a pre-construction condition report. (This is yet another reason to

[38] EIS Chapter 18 at 18.24
[39] EIS Appendix M Technical Report under heading "Assessment of operational related impacts".
[40] EIS Appendix M Technical Report at 5.2
[41] EIS Appendix M Technical Report under heading "Assessment of construction related impacts"
[42] See EIS at 14.4.6.

wait for the Westconnex Inquiry Report to learn from the experience with regard to problems such as cracking walls in homes of affected residents[43].)

2.8.5. Rail alternatives

The EIS devotes just half a page[44] to consideration of rail alternatives to the F6 Extension. This cannot possibly be a serious attempt to consider rail. Approval of the F6 Stage 1 (and the bias it would generate in favour of further stages) ruins any prospect of a fair and open evaluation of other mass transit alternatives.

Reports in media that the NSW Government is now going to work on fast rail initiatives to regional centres[45] is not credible. It is designed to try to secure a further term of Government from a motorway-fatigued population so that the Government can continue to push ahead with the Westconnex agenda of motorways.

On the basis of the foregoing reasons, and others, we object to the proposed F6 Extension Stage 1 (and any further stages of F6).

Regards,

Carolyn and Anthony Britt

DISCLAIMER

These submissions are made in our private capacity for the benefit of the addressee for the purpose of considering the application by the proponent, RMS, to undertake the proposed F6 Extension Stage 1.

No part of these submissions may be relied upon by any third party, nor taken as professional advice or opinion. We accept no responsibility for any errors in our submissions or our interpretation of any of the material that we have considered in researching and preparing our submissions.

Copies to:

1. Public Accountability Committee - Legislative Council Inquiry into the Impacts of Westconnex:

   public.accountability@parliament.nsw.gov.au

2. Stephen Kamper, Member for Rockdale, Legislative Assembly
   rockdale@parliament.nsw.gov.au

[43] See ABC article about a home owner whose walls were affected by cracking due to Westconnex. https://www.abc.net.au/news/2018-11-22/sydney-residents-say-westconnex-causing-cracked-walls/10521220

[44] See EIS at 5.1.2

[45] https://www.smh.com.au/national/nsw/i-am-not-going-to-wait-berejiklian-denies-high-speed-rail-is-an-election-stunt-20181204-p50k10.html accessed 4 December 2018.

[redacted]

Name: Rob Lake
Email: [redacted]

Address:
[redacted]

Tempe, NSW
2044

Content:
I support the Bicycle NSW proposal for an active transport link. This section lands traffic in the middle of a major cycling route form the Cooks River cycleway. It needs to provide a safe, end to end link from Presidents Avenue in the south, to Sydney Airport
- including a solution to connect provision at Marsh St via the Giovanni Brunetti Bridge
- to integrate with Bayside Council and City of Sydney (as destination) Active Transport plans
- be wide enough to cater for the future, i.e. 3m for riders and 2m for pedestrians, without pinch points and unsafe corners and conflct /collision between cyclists and walkers
- be entirely off-road using RMS owned land to connect riders with either over-bridges or at road signalised crossings that keep riders safe and support safe cyc;ling by adults and school kids

[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation should be 90 days.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

I object to the WestConnex F6 Extension as it is instead of rail improvements that Southern Sydney and Illawarra commuters desperately need. The F6 extension is purely to feed more toll-paying traffic onto Transurban's WestConnex.

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 ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads does not deal with congestion in Sydney. The standard response to addressing urban mobility issues has been to increase road capacity. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of cars. Adding roads is not the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

Already there are families reporting damage caused by WestConnex construction. The RMS 'mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers. The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent.

I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time "savings" of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

The project will reduce social and visual amenity due to the concrete pollution stacks will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity with more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed "temporary". Four years of noisy construction cannot be regarded as "temporary".

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

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

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

Yours sincerely,

Rob Lake

[redacted] Tempe NSW 2044, Australia



[redacted]

Name: Hayley Huseyin
Email: [redacted]

Address:
[redacted]

Rockdale, NSW
2216

Content:
Please see attached PDF for submission.

[redacted]

F6 Extension Stage 1

Submission on behalf of Bay Street residents

Hayley Huseyin | December 2018



OVERVIEW

If planned and executed correctly, Stage 1 of the F6 Extension has the potential to offer benefits to local communities bypassed by the proposed link. These benefits should extend beyond improved travel times and reliability for vehicles, and should give consideration to capturing the "*opportunities to improve local amenity*" that the project claims to catalyse, particularly in areas that are adversely impacted by construction and operational traffic.

However, in contrast to other recently proposed major infrastructure projects, the proposed design for the F6 Extension offers very little in the way of genuinely meaningful and purposeful community amenity and active transport improvements. Recent positive examples include:

- **Rozelle Interchange:** Over 10 hectares of new community open space, new active transport links between the Rozelle Bay Light rail station, Jubilee Park and the new open space
- **Western Harbour Tunnel and Beaches Link:** New open space at Berrys Bay, New cycleway connectivity between Cammeray and North Sydney, landbridge connection across Warringah Freeway at Ernest Street, over 3 kilometres of new shared user path between Seaforth and the Northern Beaches Hospital.

In the case of the proposed F6 Extension project, the legacy opportunities appear to have been constrained to the proposed active transport link, with many of the other initiative focussing on replacing impacted facilities.

Furthermore, the proposed active transport link appears to be poorly conceived, failing to consider the fundamental needs of the surrounding communities. This in conclusion is supported by the poor analysis of alternatives and the proposed solution presented within the sections 5.4.8 and 6.8 of the EIS. These sections fail to connect the issue of poor east-west community connectivity and the project impact on this identified in many other sections of the document with a meaningful active transport solution that would respond to this.

The following submission to Department of Planning and Environment for the F6 Extension Stage 1 (F6E) Environmental Impact Statement (EIS) is made on behalf of residents of Bay Street and surrounding areas who believe that the F6E Reference Design as displayed in the EIS would:

- Reinforce and exacerbate the existing east-west severance that exists between communities and amenities within the area by increasing traffic volumes on the President Avenue and West Botany Street corridors (see F6E EIS, Section 8.8.2.1)
- Deliver a north-south active transport link that:
    - Does nothing to improve the desired east-west connectivity
    - Would replicate in close proximity the higher-quality north-south link along the Botany Bay foreshore
    - Would provide poor connectivity back to other major active transport links – particularly at the southern terminus
- Increase the already disproportionately high crash statistics for Bay Street (See F6E EIS, Tables 8-13, 8-47, 8-48)

As residents of the area, we request that the Minister's Conditions of Approval mandate the following be included within the F6E project scope to mitigate these issues and offer a genuinely useful and meaningful addition to community infrastructure.

1. **A new east-west shared user path and streetscape improvements along Bay Street** to mitigate the exacerbation of east-west community severance by the project by improving the amenity and attractiveness of active transport between the Rockdale town centre, Rockdale Station precinct, Rockdale employment area (West Botany Street), recreation precinct, and the Brighton-Le-Sands precinct and foreshore amenities
    - This proposal is shown diagrammatically in Figure 3.
    - Given the existing road reservation that exists beyond the southern kerb of Bay Street (see Figure 4 and Figure 5) and the resulting setback of the majority of premises due to this, it is proposed that the link could be constructed without major private property impacts with some minor parking adjustments at pinch points

2. **A reduction in the speed limit from 60 km/h to 50 km/h along the 1.5 kilometre section of Bay Street between the Princes Highway and the existing 40 kilometre per hour zone at Crawford Road** to mitigate the projected increase in what is an already poor crash record along this predominantly residential strip.

Further details are provided in the following sections.

PROPOSED BAY STREET EAST-WEST SHARED USER PATH

Existing Context

As noted within section 15.2.4 (*Access and Connectivity*) of the F6E EIS, communities within the project focus area suffer from severance of east-west connectivity caused by existing north-south transport corridors, the Rockdale Recreation Corridor and the Rockdale Wetlands. The existing east-west connectivity in the area is limited to President Avenue, Bay Street and Bestic Street, which each offer relatively poor amenity for cyclists and pedestrians in their current states.

The importance of Bay Street for east-west connectivity in this area dates back to the late 1800s, when it was first used to connect Brighton-Le-Sands to Rockdale Station by tram (see Figure 1 and Figure 2). This service operated through to 1949, and has left the legacy of a wide road corridor along Bay Street.

Bay Street continues to serve as one of few important east-west links for the Brighton-Le-Sands and Rockdale communities, providing pedestrian access:

- Between Brighton-Le-Sands and the Illawarra Line and bus terminal.
- Between the Rockdale and Brighton-Le-Sands commercial and retail districts.
- Between Rockdale and Botany Bay foreshore community facilities including beaches, parks and major north-south shared user path.
- For the Rockdale Employment Area (West Botany Street)

It also envisaged that Bay Street will link workers at the proposed West Botany Street site to Rockdale Station – reducing reliance on private vehicles and associated local parking and noise generation issues.

Whilst the F6 Extension Stage 1 EIS does not propose use of Bay Street as a heavy haulage route, the proposed West Botany Street route will have a major interface with Bay Street at the West Botany Street/Bay Street intersection. Throughout the proposed four year construction period, this will significantly increase the conflict between heavy vehicles, pedestrians and cyclists, and local traffic.



LP 216 in Bay Street at Depot Junction, 3 September 1949. -B.J.Parle

Figure 1 - Brighton-Le-sands to Rockdale Tram service on Bay street, 3 September 1949 (B.J. Parle).

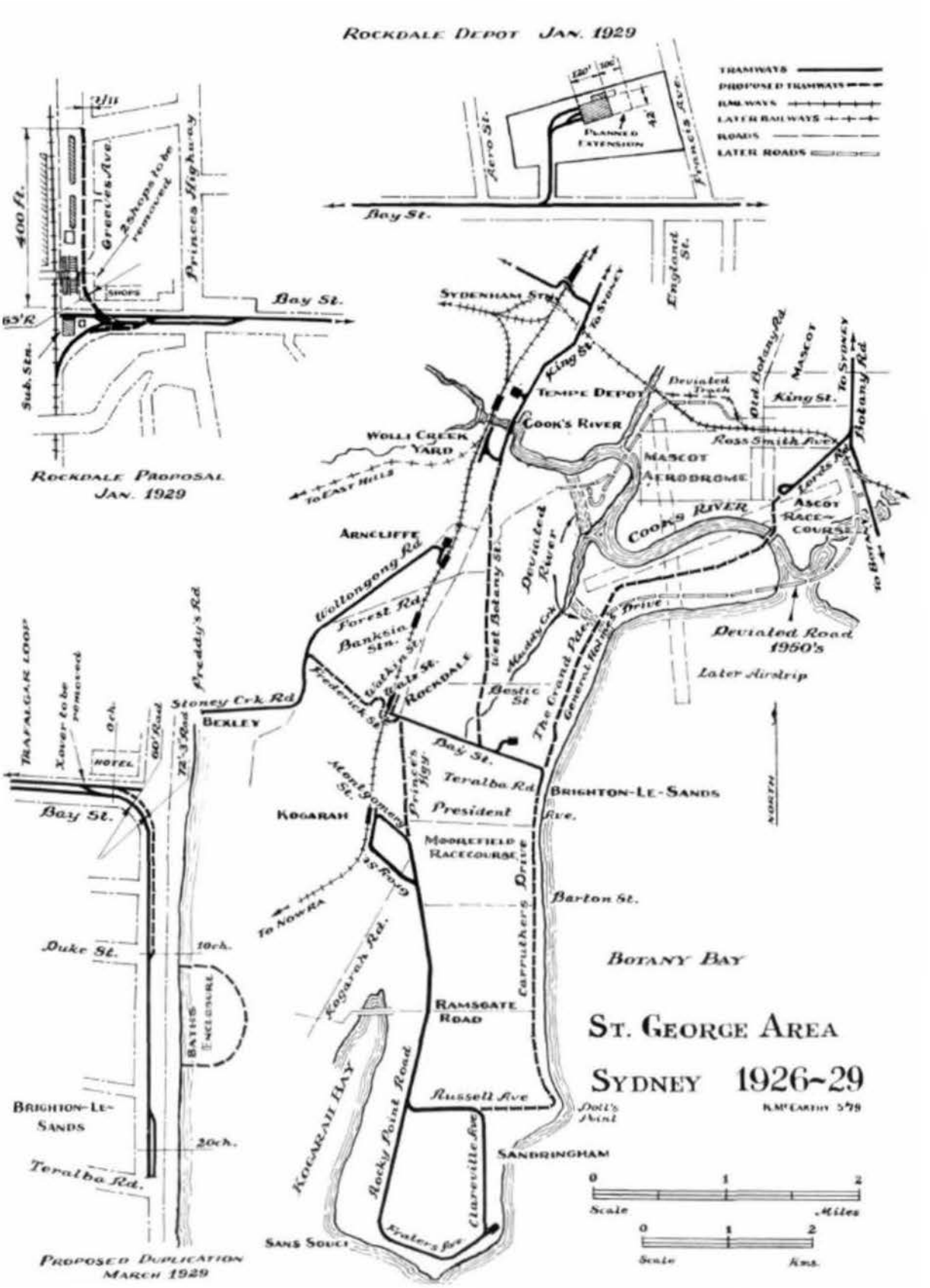


Figure 2 - St George Area tram network circa 1929, showing Bay Street as the key east-west link for region.

With respect to active transport, the F6E EIS states that…*"There are a number of cycle routes mapped within the study area, as shown on **Figure 8-8** in **Chapter 8** (Traffic and transport), with varying levels of difficulty. The most difficult routes are mapped along key roads in the study area, including Princes Highway, President Avenue, Bay Street and The Grande Parade, which comprise multi-lane roads and/or roads that carry high volumes of vehicles. These road corridors provide an environment that discourages cyclist activity and also creates a barrier for cycle movements, restricting crossings of these roads to major intersections."* This analysis equally applies to the pedestrian environments along these corridors.

F6 Extension Project Proposal

When examining the traffic and transport analysis presented in Chapter 8 of the EIS, the proposed project would reinforce and increase the existing east-west severance by increasing traffic on two of the three key east-west links listed in Section 15.2.4 (President Avenue and Bay Street), and would also reinforce the divide with an increase in volumes on West Botany Street.

Despite noting these issues within the EIS, the proposed active transport link focusses on a north-south corridor that:

- Does nothing to mitigate the project impact on east-west severance between local communities.
- Runs parallel with the existing Botany Bay shared user path, which itself offers better north-south connectivity and amenity
- Is incomplete, with no proposed safe links back to the existing main north-south route - particularly at the southern terminus.
- Is poor from a passive surveillance perspective – with the majority of the route through isolated areas.

Table 3.5 and Section 5.4.8 of the F6E EIS note that alternatives to the proposed shared user path network to be considered post-approval would include:

- Extension of the pathways west toward Rockdale Plaza and Kogarah Station
- Extension of the pathways north, such as along Cooks Cove
- Extension of the pathways east along Bay Street towards the beach

It should be noted that:

- Two of the three alternatives listed demonstrate the clear east-west desire lines for these communities.
- Whilst Kogarah Station is mentioned, the importance of Rockdale Station to the communities to the east has not been considered.
- The Traffic and Transport Planners recognise the "…opportunity for east to west linkages between Kogarah and Rockdale train stations, and the Botany Bay foreshore" on page 107 of Chapter 8.

Whilst it is positive that Section 5.4.8 demonstrates a commitment to explore alternatives, including east-west connectivity options, the section demonstrates poor analysis and consideration of the key public and active transport nodes and their relationship to the surrounding communities. No east-west connectivity options were considered, and the

analysis seems to prioritise issues such as use of the existing F6 corridor over community outcomes:

- *A route that finished at Bay Street did not provide a connection with the cycleway north of Bestic Street*
- *Shared cycle and pedestrian pathways that provided a direct route (i.e. predominately off-street) between Rockdale Bicentennial Park and Bruce Street required property acquisition*
- *A route that traversed the eastern side of Rockdale Wetlands did not provide a connection to West Botany Street and would preclude a bridge crossing over President Avenue*
- *A route that followed Muddy Creek would not have utilised land within the existing F6 reserved corridor.*

The preferred shared cycle and pedestrian pathway route has been designed to provide a safe and direct connection between Bestic Street and Civic Avenue, via a shared bridge over President Avenue, whilst minimising impacts on property and utilising the existing F6 reserved corridor.

Whilst Section 5.4.8 outlines a commitment to considering alternatives, it considered unacceptable that the definition of this key piece of community infrastructure has almost been entirely differed to post-approval, where modification to the application would act as an unnecessary hurdle to inclusion of an east-west link.

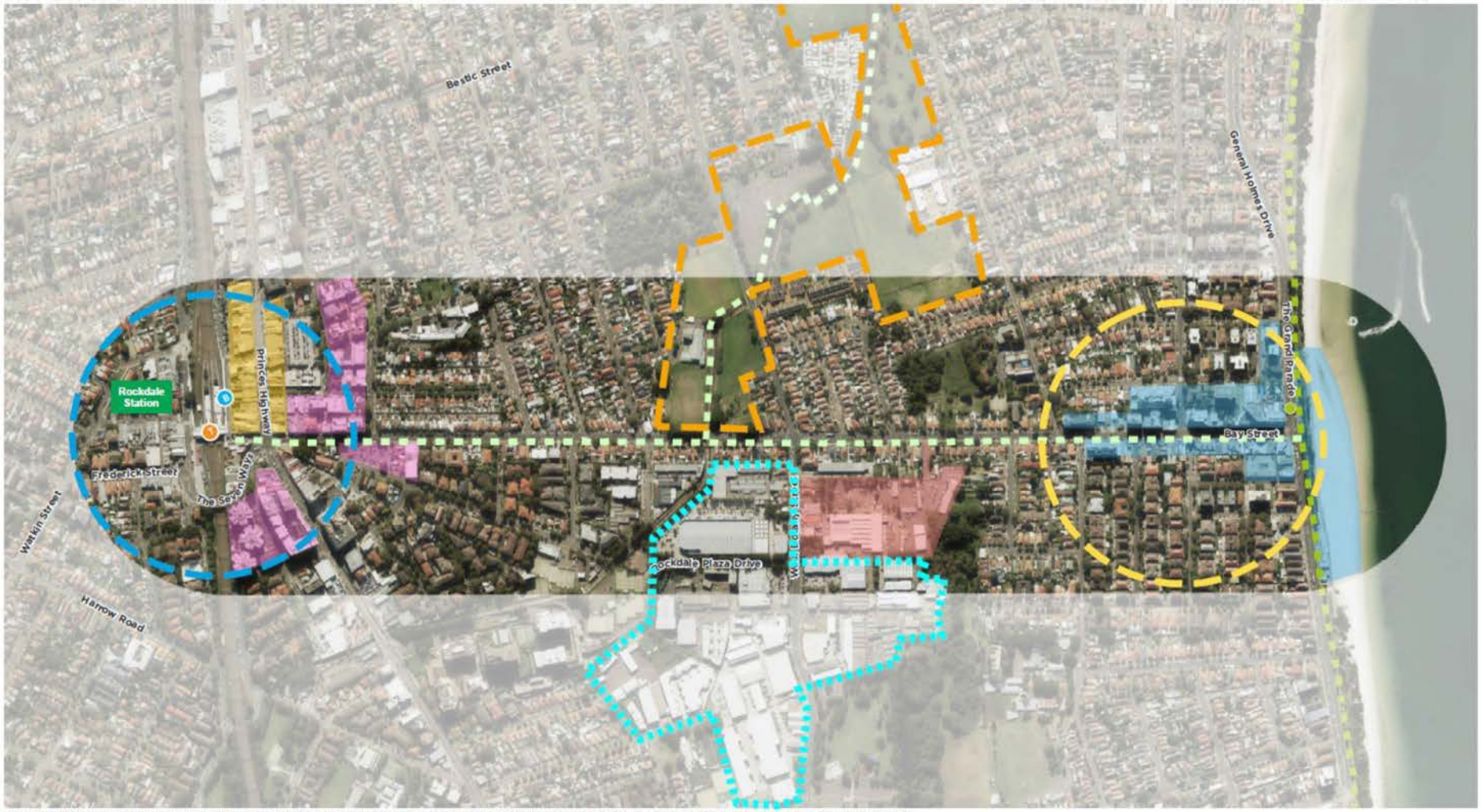
To avoid this, we request that the Minister's Conditions of Approval for this project mandate the inclusion of at least one east-west active transport link, with a viable option demonstrated in the following section.

Alternative Bay Street East-West Link

Considering the proposed degradation of already poor east-west connectivity in the area under the project and cumulative scenarios, it is proposed that RMS include a shared user path along Bay Street, between the Rockdale Station Precinct and the Brighton-Le-Sands Precinct as shown in Figure 3. A larger version is provided as Attachment A.

This proposal would:

- Significantly improve east-west active transport and community connectivity for the area, helping to mitigate the exacerbation and reinforcement of the east-west divide by the project due to its induced traffic impacts on President Avenue and West Botany Street.
- Link the Rockdale Station and town centre with Brighton-Le-Sands via the Rockdale recreational precinct.
- Improve the attractiveness and amenity of the connection between Rockdale and the Botany Bay foreshore and community facilities
- Improve the attractiveness of the link between Rockdale Station and the Rockdale employment precinct along West Botany Street.
- Create a more sensible active transport network, linking Rockdale and Rockdale Station with the Botany Bay shared user path - which provides a main north-south link.



COMMUNITY PROPOSAL FOR ALTERNATIVE EAST-WEST F6E SHARED USER PATH VIA BAY STREET - CONNECTING MULTIPLE LOCAL PRECINCTS

Figure 3 - Community proposal for active transport link to be delivered by the F6E, including a key east-west community link via Bay Street.

It should be noted that land south of the existing Bay Street kerb line has been zoned SP2 owing to the original F6 surface corridor (see Figure 4). It is understood that RMS currently own significant portions of this strip.

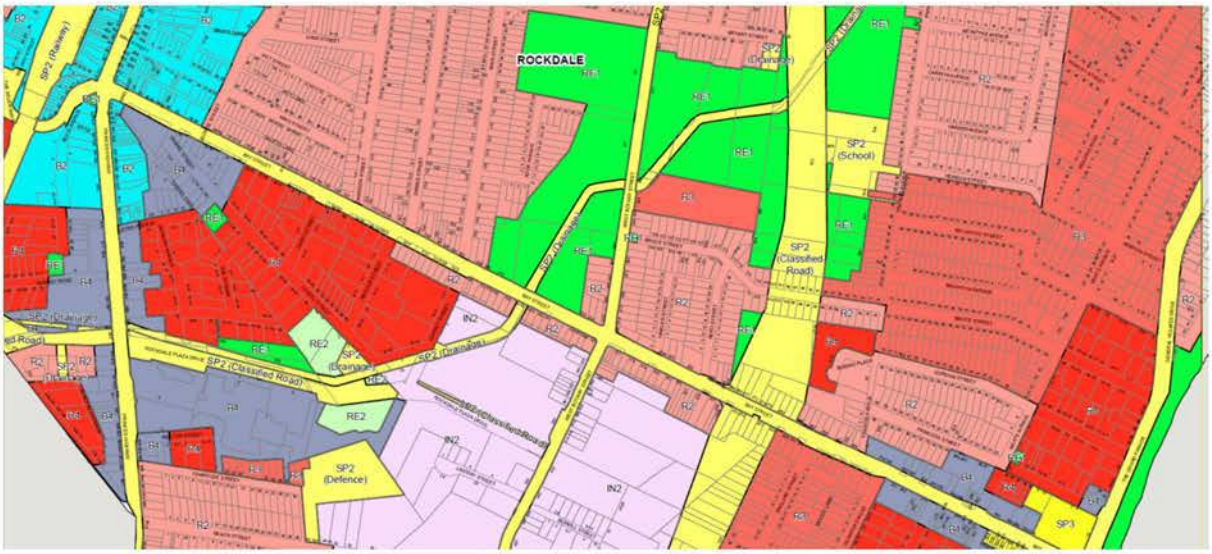


Figure 4 – Current Rockdale LEP map showing the SP2 corridor along Bay Street extending well beyond the existing southern kerb line.

Given this zoning many of the premises along the southern side of Bay Street have been set back from the kerb accordingly (see Figure 5). This setback is generally between 5 and 9 metres, narrowing to around 4 metres at a few isolated pinch points.



Figure 5 - View of Bay Street looking east across from Farr Street showing significant road corridor for east-west shared user path between Brighton-Le Sands and the Rockdale Station precinct.

This presents the opportunity, with some minor parking adjustments at pinch points, to construct the proposed east-west active transport link and streetscape improvements without major private property impacts.

Furthermore, the area along the southern kerb of Bay Street between West Botany Street and Farr Street would be impacted for construction of the permanent power supply for the tunnel, presenting the opportunity for construction synergies in this section of the proposed corridor.

Given the significant opportunity for the F6E to deliver this proposed east-west active transport link along an RMS road to mitigate the project's adverse impacts on already poor east-west connectivity for these communities, it is requested that the DPE recommend to the Minister that this be included as an approval condition for the project to avoid the likely approvals barrier that would exist for RMS and future contractors should such a scheme only be considered post-approval.

PROPOSED REDUCTION IN SPEED LIMIT ALONG BAY STREET

Existing Context

Bay Street is a 2 kilometre long State Road connecting The Grand Parade at Brighton-Le-Sands with the Princes Highway at Rockdale. The street is a key east-west link for vehicles, cyclists and pedestrians travelling between the communities of Rockdale and Brighton-Le-Sands.

The vast majority of the road is bordered be residential dwellings, with density ranging from low to high.

As illustrated in

Figure 6, the majority of the road is currently signposted at 60 km/h, with the section between Crawford Road and The Grand Parade signposted at 40 km/hr.

There are also sizable sections of the street that are impacted by traffic signals and an existing school zone.

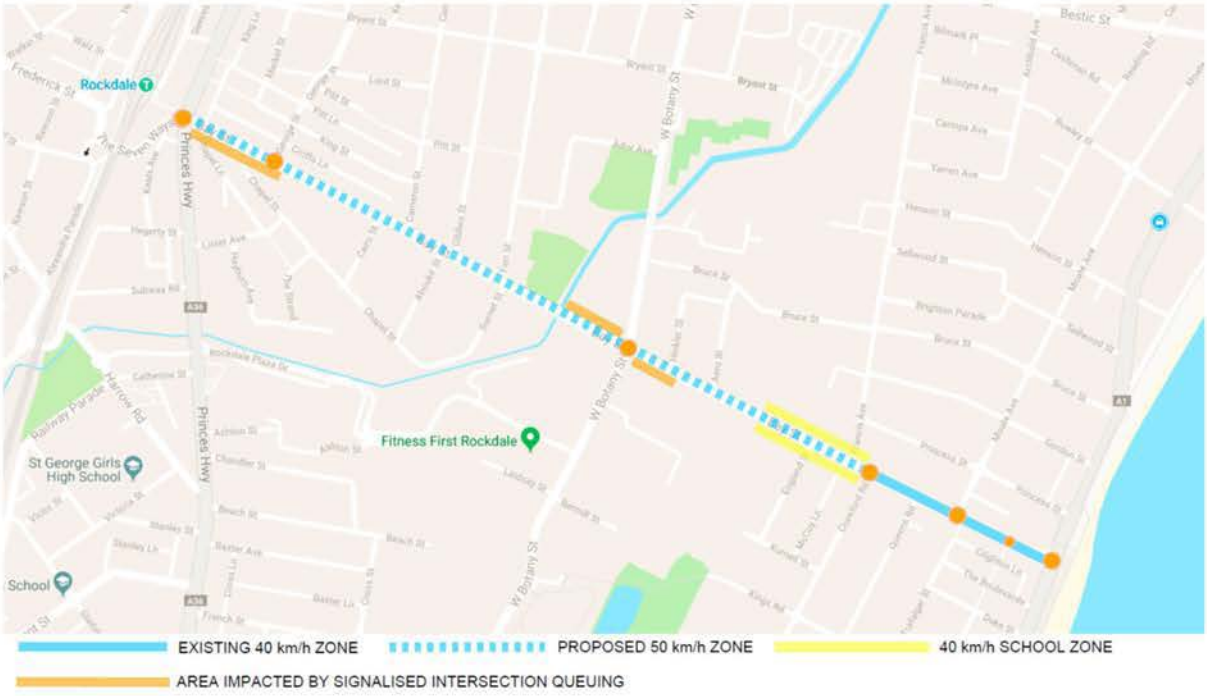


Figure 6 - Bay Street corridor showing existing speed zones and proposed 1.6km zone to be posted at 50 km/h from current 60 km/h posting.

Whilst Bay Street is a State Road, it carries significantly less traffic than other roads included in the analysis, including Marsh Street, President Avenue, and Rocky Point Road. Despite this, Bay Street has recorded over 122 motor vehicle accidents between January 2012 and December 2016 (F6E EIS Table 8-13). This is over 250% of the number of accidents recorded on Rocky Point Road (Princes Highway to Jubilee Avenue), 120% of the number recorded on President Avenue, and over 80% of the number recorded at Marsh Street.

Considering the traffic volumes it carries, Bay Street is clearly overrepresented in these crash statistics. From a local perspective, a major contributing factor to this is the conflict

between the residential uses (parking and driveway access) and the posted speed limit of 60km/hr.

F6 Extension Project Proposal

The analysis presented in the Traffic and Transport Chapter of the F6E EIS demonstrates that the number of crashes on Bay Street is expected to increase proportionally with the projected traffic growth, over 40%, through to 2036 (Chapter 8, pg 8-64).

Whilst Tables 8-47 and 8-48 demonstrate that only a small proportion of the projected increased crash risk is due to the project, it nevertheless shows a project related increase in an already unacceptably high number of crashes for this street.

Proposed Speed Reduction

It is requested that, to mitigate the increased crash risk associated with the project and to help improve a currently poor crash record, RMS lower the posted speed limit on Bay Street between the Princes Highway and Crawford Road to 50 km/h.

Given the length of road over which this would apply is approximately 1.6 kilometres, this would impact journey times by less than 20 seconds under free-flowing conditions, but would result in a speed environment much more compatible with the surrounding land uses and speed zones.

There are numerous published studies, including a 2001 study by Monash University entitled *Evaluation of a 50 km/h Default Urban Speed Limit for Australia*, which consider the economics of adopting 50 km/h speed limits on urban roads currently posted at 60 km/h and conclude that:

"…substantial casualty crash savings will result if a 50 km/h default urban speed limit applies on urban local streets, collector roads or parts of the arterial road system. These crash savings, in the form of lives saved and long-term health losses prevented, will include significant benefits to pedestrians, motorcyclists, cyclists and other vulnerable road users, as well as vehicle occupants. The bulk of the casualty crash savings are predicted to result from implementation of 50 km/h speed limits on urban arterial roads currently zoned at 60 km/h. Once implemented, savings in life and health will continue to accrue over future decades."

Signposting a road such as Bay Street at 50 km/h is not without precedent, with Kingsgrove Road, which provides direct access to/from the M5 East being a prime recent example.

CONCLUSION

Whilst the Stage 1 of the F6 Extension has the potential to deliver significant benefits to the Rockdale and Brighton-Le-Sands area, there are clearly key local issues and impacts that have not been adequately considered and mitigated by the project.

Furthermore, unlike recently announced major infrastructure projects, the community and amenity benefits offered by the project beyond the core motorway scope are very limited and appear to be conceived based on ease of delivery rather than community need.

This submission has identified feasible and reasonable amendments to the design of the proposed active transport link to provide a much needed east-west link whilst mitigating the projects reinforcement of an east-west severance.

The submission also identifies the clearly unacceptable crash statistics for Bay Street as highlighted in the EIS, and proposes a reasonable and feasible option to reduce the posted speed limit from 60 km/h to 50 km/h through the residential area. – supporting the benefits of this proposal with peer reviewed literature.

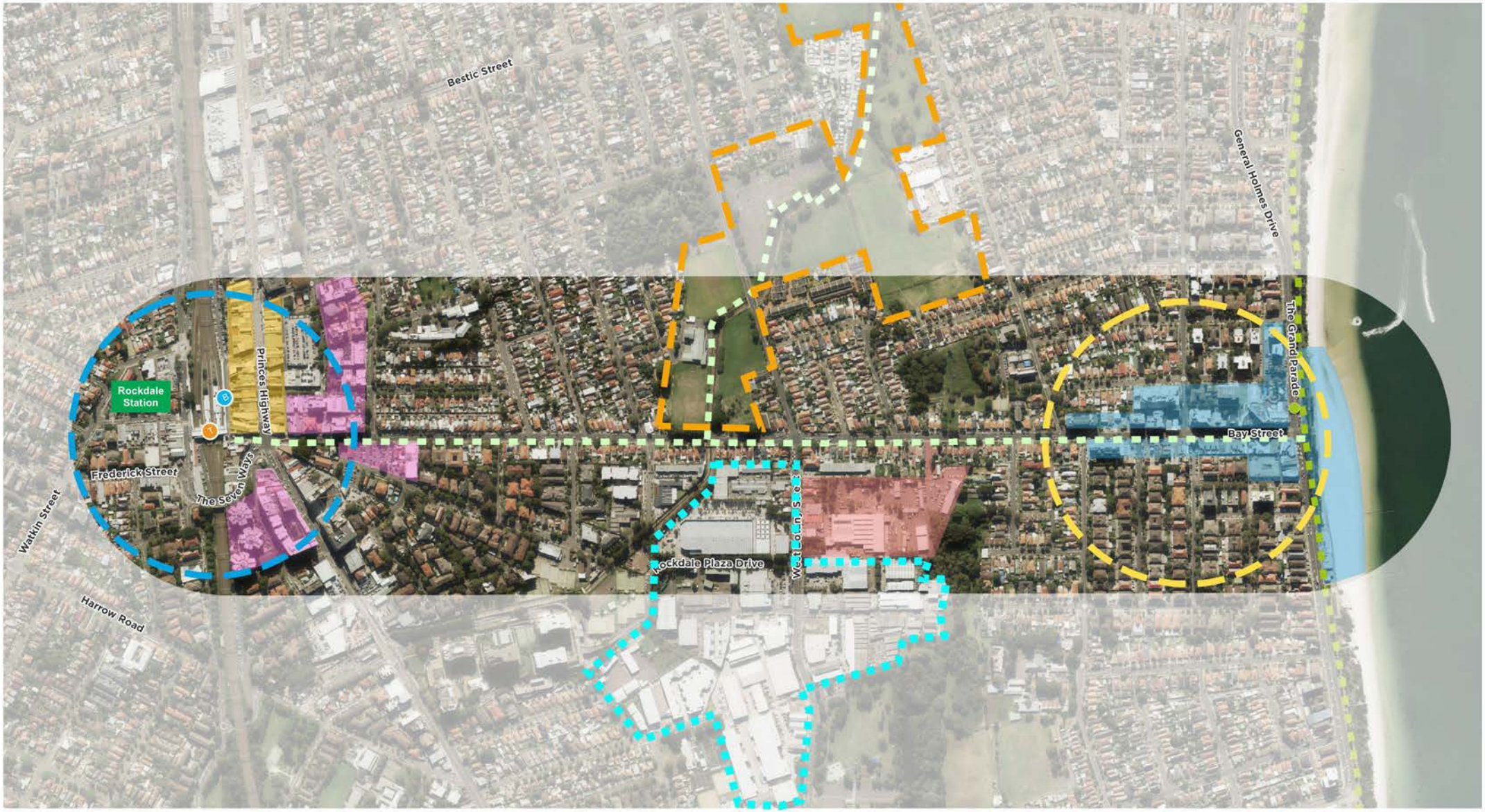
As residents of the area, we therefore request that the Minister's Conditions of Approval mandate the following be included within the F6E project scope to mitigate these issues and offer a genuinely useful and meaningful addition to community infrastructure.

A new east-west shared user path and streetscape improvements along Bay Street to mitigate the exacerbation of east-west community severance by the project by improving the amenity and attractiveness of active transport between the Rockdale town centre, Rockdale Station precinct, Rockdale employment area (West Botany Street), recreation precinct, and the Brighton-Le-Sands precinct and foreshore amenities

- This proposal is shown diagrammatically in Figure 3.
- Given the existing road reservation that exists beyond the southern kerb of Bay Street (see Figure 4 and Figure 5) and the resulting setback of the majority of premises due to this, it is proposed that the link could be constructed without major private property impacts with some minor parking adjustments at pinch points

A reduction in the speed limit from 60 km/h to 50 km/h along the 1.5 kilometre section of Bay Street between the Princes Highway and the existing 40 kilometre per hour zone at Crawford Road to mitigate the projected increase in, what is an already poor crash record, along this predominantly residential street.

ATTACHMENT A



COMMUNITY PROPOSAL FOR ALTERNATIVE EAST-WEST F6E SHARED USER PATH VIA BAY STREET - CONNECTING MULTIPLE LOCAL PRECINCTS

KEY

- Rockdale Station Precinct
- Brighton-Le-Sands Precinct
- Bay St / West Botany St Recreation Precinct
- Rockdale Employment Precinct
- High Density Properties
- Rockdale Town Centre / Amenities
- Brighton Town Centre / Amenities
- Proposed F6E Construction Site
- Existing Pedestrian Overpass
- Existing Botany Bay Shared User Path
- Proposed Shared User Path

[redacted]

Name: Ray Rice
Organisation: Bicycle NSW (Advocacy Consultant)
Govt. Agency: No
Email: [redacted]

Address:
[redacted]

Concord West, NSW
2138

Content:
Please see attached letter.

[redacted]

bicycle NSW

Creating a better environment for all bicycle riders

13 December, 2018

Department of Planning & Environment

SSI 17_8931 – F6 Stage 1 EIS

Thank you for the opportunity to comment on the proposed F6 Stage 1 EIS. Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty years, and has over 30 affiliated local Bicycle User Groups.

In looking at Active Transport (ie walking and cycling) it is worthwhile considering some facts from RMS and TfNSW publications:

- About 70% of people in NSW either ride regularly or would like to ride more, and say they would if bike riding was made safer for them.
- There has been a 50% increase in riding to work in metropolitan Sydney since 2006. This would be indicative across the State.
- Bicycle sales exceeded 1.4 million in 2012-13 and have outstripped car sales for over a decade. This trend continues.
- The NSW Government has an aim of reducing cycling fatalities and injuries by at least 30% by 2021. Cycling infrastructure is a proven method of reducing cycling fatalities and injuries.
- The NSW Government also had an objective of **doubling** the mode share of active transport to 5%.
- A primary method of achieving this aim is to consider cycling safety in **every infrastructure project.** This strategy is included in the RMS's own Bicycle Guidelines policy (p5).

  *"To improve the bike network by making comprehensive provision for bicycles on **all new major** road infrastructure projects with a strong preference for off-road cycling."*

The proposed F6 Stage 1 provides a unique opportunity to include high quality Active Transport infrastructure in this area.

However, this Active Transport infrastructure must be included in the plans **now** and not as an afterthought. The M7 Motorway is a great example of good planning, with a parallel, grade separated, shared path. The recent M4 Widening is a **very poor** planning example, where a golden opportunity has been lost to provide a safe separated cycleway.

Does the present plan fulfil the Project Objectives? No!

The EIS Executive Summary details the following Project Objectives:

(02) 9704 0800 | info@bicyclensw.org.au | www.bicyclensw.org.au
Bicentennial Drive, Bicentennial Park, Sydney Olympic Park NSW 2127
PO Box 293 Concord West NSW 2138
ABN 26 511 801 801



- Transport: The Project does not meet this Objective as it does not provide for ***all road users travelling between southern Sydney and strategic centres in Greater Sydney***. The Project does not include a full end to end, safe, separated cycleway. Bicycle riders are road users.

- Productivity: The Project does not meet this Objective as it does not ***support future growth and productivity of southern Sydney by improving city wide connectivity.*** While the Project does include some cycleways, they are disconnected by on-road portions. This overall route is part of the Principal Bicycle Network as outlined in TfNSW Future Transport 2056. A full end to end, safe, separated cycleway should be included.

- City Shaping: The Project does not meet this Objective as it does not fully ***support opportunities for improvement in urban amenity.*** Again the Project does not include a full end to end, safe, separated cycleway.

- Community and Environment: It remains to be seen if the Project will minimise adverse effects on the community during construction. Given the history of recent similar projects, it is probable that the impacts will be high.

It can be concluded that the Project as proposed **does not meet** the stated Objectives. The proposal should be modified as follows.

What Active Transport Infrastructure should the F6 Stage 1 include?

The F6 Stage 1 should include a separated Active Transport (AT) Link from Presidents Avenue to Sydney Airport. This link should be wide enough to also separate pedestrians from bicycle riders. This will be essential to "future proof" this AT Link given the anticipated number of future users. Anything else will be short sighted.

This AT Link must extend from the southern side of Presidents Avenue all the way to the northern side of the Cooks River. An AT crossing of the Cooks River is essential to link with existing infrastructure at the Airport and along Airport Drive. For far, far too long has the disconnected AT debacle around the Via Giovanni Brunetti Bridge and Marsh St been allowed to exist. Not including this connection would be like building the F6 without a connection to the M5 – it would not even be considered!

There is no better time to complete the AT Link across the Cooks River.

Some further details are provided below:

1. The AT Link should integrate well with feeder paths on the south side of Presidents Avenue. It is good that a bridge over Presidents Avenue is being included in the Project. A separated cycleway should be provided along Presidents Avenue to the east to Botany Bay, and west to the Princes Highway.

2. The AT Link should be **off road all the way.** It definitely must not include on road sections from Kings Wetland to Bay St and Muddy Creek. The RMS owns sufficient number of properties on both sides of Bay St to provide an off road path. These properties include the proposed RMS MOC 2. Any on road sections are barriers to less confident riders and essentially break the AT Link connectivity.

3. The path must be wide enough, and allow pedestrians and bicycle riders to be separated. Why not plan for future use now and go for a total width of 5 metres? Too often have we seen the past provision of inadequate width causing pedestrian/cycle conflicts now. The ANZAC Bridge is a prime example. Due to the popularity of the Parramatta Valley Cycleway shared path, there are already plans to retrospectively widen it in places and separate riders and pedestrians. (see further information below)

4. The AT Link must not contain any narrow "pinch points" or sharp corners with low vision. This is a safety matter.

5. Any "at grade" crossings of streets (eg Bay St and Bestic St) must include protected crossings for the AT Link where users have right of way. Use of "refuges" to cross roads should not be included. They are difficult to use for many bike riders (eg parents with kids in trailers, etc). A "refuge crossing" is a lack of connectivity. Just ask the question "Would you let your 10 year old child cross there on their own?".

6. Separated cycleways should be provided along Bay St. These should extend west to Muddy Creek with a connection to Rockdale, and extend east all the way to Botany Bay.

7. Depending on the final design of the AT Link, a new crossing of Muddy Creek at Bestic St may be required.

8. We support Bayside Council's proposals for greater local connectivity for Active Transport.

9. The present circuitous shared path west of Barton Park (via Eve St), should be replaced by a more direct route.

10. Proper on path signage, with a centre and dividing lines should be provided. Directional signage must be provided to/from the AT Link.

11. Adequate lighting for night time is essential so as to promote usage and security.

12. During construction, any diversions of pedestrian and bicycle riders must **maintain** safety. Diverting riders from existing off-road facilities, to on-road routes shared with vehicles decreases safety, and should not be considered as a viable option. It should be noted that Section 2.3.7 of Australian Standard AS1742.3 states:

    "*Pedestrian and bicycle paths should be provided on the same scale and to the same width as any facilities for pedestrian and bicycle traffic that were existing prior to the works".*

    Therefore, any detours must be provided on a "like for like" basis.

(02) 9704 0800 | info@bicyclensw.org.au | www.bicyclensw.org.au
Bicentennial Drive, Bicentennial Park, Sydney Olympic Park NSW 2127
PO Box 293 Concord West NSW 2138
ABN 26 511 801 801

The sections below provide further background information to substantiate the case for a ful Active Transport Link to be included as part of the F6 Stage 1. Bicycle NSW would be pleased to discuss this further with Department of Planning and Environment.

Yours faithfully,



Ray Rice
C.P.Eng.(Ret) F.I.E.Aust.

Advocacy - Bicycle NSW

The Demand:

The 2011 Census (Journey to Work) data available through the TfNSW web site shows the area around the F6 Stage 1 (encompassing Botany Bay, Hurstville, Kogarah, Rockdale and Sutherland) is a major generator of vehicular traffic to work:

- Out of the ~34,000 people travelling to Sydney Airport & Environs by car, a total of 11,589 come from this area.
- Out of the ~400,000 people travelling to the CBD and Environs by car, a total of 43,320 come from this area.

That is, over 54,000 people travel by car from the F6 Stage 1 area to the Airport or CBD by car each day. A mode shift to Active Transport of 10% could reduce the number of cars by about 10%. This is far greater than the reduction in car numbers which is seen during school holiday periods when traffic congestion is much less.

The Benefits of Active Transport:

The benefits of Active Transport are well known, but worth reiterating here:

- Decreased traffic congestion
- Decreased air pollution
- Increased health

The net economic benefit has been calculated as $1.43 for every kilometre ridden. (ref Qld DTMR, 2010).

Part of the Sydney Regional Bike Network:

The importance of completing the missing Active Transport links around Sydney Airport were recognised in the TfNSW plan “Sydney’s Cycling Future” (Dec 20113).

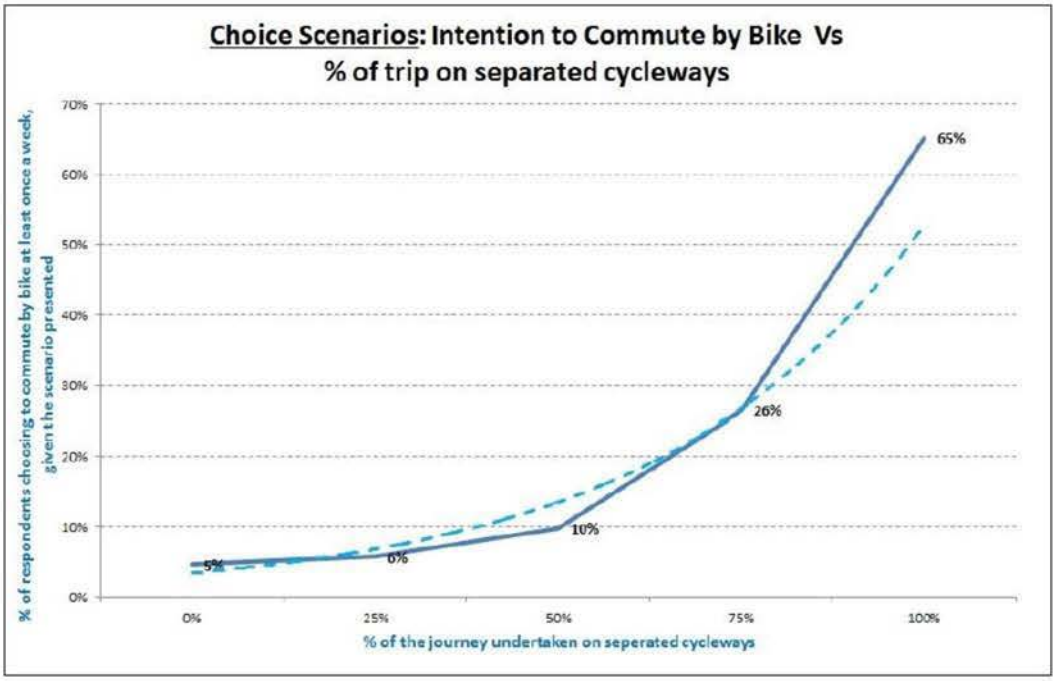
More recently, “Future Transport 2056” (TfNSW) recognised this route as part of the Sydney Regional Bike Network.

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Do Connected Cycleways work?

Too often in NSW have we seen disconnected cycleways being built and then criticised for low usage numbers. This is akin to building a short length of disconnected motorway and wondering why it's not used! The same logic applies.

Independent research carried out for City of Sydney shows how people's intention to commute by bike increases rapidly as safe, separated cycleways are provided:

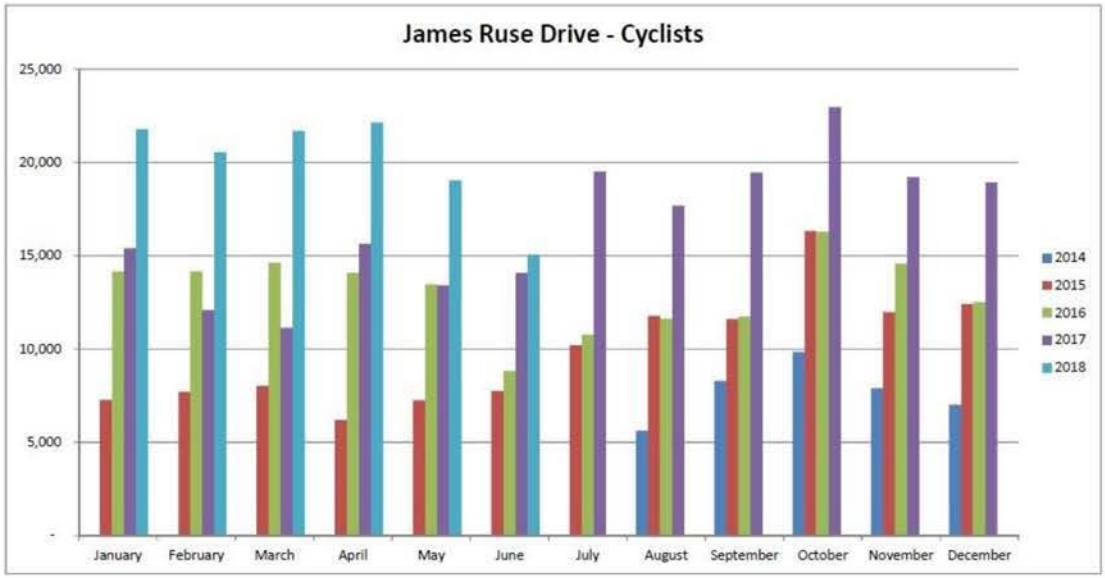


Where we have seen cycleways built and connected, then the growth in rider numbers is clear and demonstrable. The diagram below shows the massive increase in rider numbers in the City of Sydney over the past seven years where safe, separated cycleways have been built (ref CoS):



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Likewise, the Parramatta Valley Cycleway has shown a huge increase in number as shown below. Of particular interest is the big jump in numbers which occurred in June 2017 – which correlates with the completion of a major off-road connection along Subiaco Creek (ref City of Parramatta). This demonstrates that a break in connectivity is a major inhibitor to Active Transport



The NSW State Capacity to pay for this Active Transport Infrastructure:

We note that the State Government has set aside $2.4 billion for the F6 Stage 1. In the Project Overview document for the Draft EIS, we note that the "*NSW Government is investing $41.5 billion on roads and public transport infrastructure over the next four years*".

To put this in perspective, the F6 Stage 1 project will cost each NSW resident approximately $320. The total transport infrastructure budget is about $1,380 per person per annum for the next four years.

And yet less than $40 million per year is spent directly on bicycle infrastructure, ie around $5 per person.

The NSW 2018-19 Budget Surplus is estimated to be $3.9 billion. NSW clearly has the capacity to invest much more on Active Transport Infrastructure. An international standard would suggest around $30 per person per annum, or $225 million per year. This would still only represent about 2% of the total transport infrastructure budget.

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[redacted]

Name: John Whiteing
Email: [redacted]

Address:
[redacted]

North Willoughby, NSW
2068

Content:
I strongly support the Bicycle NSW submission requesting an end-to-end contiguous pathway for Active Transport (walking and cycling).

This corridor opens faster and safer commuter routes from St George to the City and East Sydney.

High quality, comfortable and convenient cycling infrastructure is needed, to provide new transport options as well as social amenity and better public health.

[redacted]

[redacted]

Name: Arthur White
Email: [redacted]

Address:
[redacted]

Rockdale, NSW
2216

Content:
I wish to comment on some aspects of two chapters of the F6 EIS; chapter 12 and Chapter 18. I have chosen these two chapters as they are incomplete and do not have adequate impact assessments or offsets.
Biodiversity: the F6 will commence at Arncliffe, near the construction works for the new M5. This area contains habitat for the Green and Golden Bell Frog. The new M5 project included a detailed management plan for this species based on the perceived impacts of the new M5. Various impacts were identified such as the direct loss of habitat and ongoing habitat disturbance due to on-ground works.
The F6 proposal has ignored impacts on these frogs arising from the F6 proposal and have assumed that the management plan for the new M5 will cover their impacts. This is totally unacceptable. It is unacceptable because the F6 will cause impacts on these frogs and their habitat area, and it is unacceptable because the management plan for the New M5 was based on disturbances for up to 4 years at the site with the ultimate restoration of that site. The F6 proposal will maintain the work compound and disturbance regimes for at least another 6 years, plus it will add impacts that were not factored into the original management plan. In brief, the F6 will pass close to the offset area that is being established as part of the New M5 and no assessment was given to that impact. Secondly, the F6 will exacebate (compound) impacts that were identified in the New M5 management plan- no consideration to compounding impacts have been raised in the F6 EIS.
If the F6 planners goes back and reassesses these impacts they will find that they not only are they responsible for major impacts but are jeopardising the aims of the New M5 management plan. I suggest that the F6 is likely to also need to consider offset options for these imapcts (it would seem most sensible to develop their offset areas in conjunction with those already started as part of the New M5 plan so that a co-ordinated offset plan is developed. In addition, they will need to assess how the path of the F6 is likely to impact proposed frog movement corridors from the offset areas to Kogarah Golf Course and nearby wetland areas in Barton Park. It is probable that the F6 offset will have to include some contribution to the

modification of these frog corridors. At present there is a real danger of the F6 proposal undermining the conservation initiatives in the New M5 management plan.

At the southern end of the F6, at President Avenue, impacts addressed in the F6 EIS were focused on Bicentennial Park and restoration works there. No mention was made of the native turtle population in the ponds in Bicentennial Park and how these will be conserved during the reconfiguration of the park and during tunnel construction.

A bigger omission relates to the freshwater wetland on the southern side of President Avenue (known as Patmore Swamp). Significant tunneling and earthworks will occur next to the swamp yet no assessments were made of these impacts. This wetland is an EEC- Sydney freshwater Wetlands. The tunneling and boring works will have an enormous impact on the subsoil drainage and will change the hydrological nature of this swamp. Patmore Swamp is already degraded but it still serves a valuable role in stormwater filtration and as a biodiversity refuge.

The impact of the changes in groundwater regimes must be reviewed with respect to Patmore Swamp. Measures must be adopted to try to protect the swamp from damage and a restoration program will need to be developed to try to compensate for the damage to the wetland. At present there is only a flood management strategy and no amelioration proposals or restoration proposal for the freshwater wetland. Patmore Swamp is an EEC and to proceed further without these measures would be illegal.

Finally, because groundwater systems around President Avenue appear to be interlinked, there will also be a need to expand the groundwater modelling and recovery plan to deal with the wider groundwater basin.



[redacted]

[redacted]

Content:
I object to the proposal Because it will increase traffic on President ave , cars will be unable to turn Right from civic ave on to President ave , increased pollution in the area , unfiltered smoke stacks and 35 days to respond to a 4500 page document is not long enough we need more time so please extend the time period for submissions

[redacted]

Infrastructure Projects, Planning Services,
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

I object to the Westconnex F6 Extension:

I object to the WestConnex – F6 Extension as it is focussed only on improving motorway access, showing that at the heart of the proposal there is an agenda to only build a new motorway and to shape all justification around this, rather than authentically considering and analysing true alternatives. This demonstrates the cynical way in which the Proponent and Government is trying to push this toll road project onto a community that clearly does not agree with the need for it, or with the approach being taken by the Government.

Very little information about NSW government contracts for the entire WestCONnex project is available to the public, including the Transurban contract to buy 51% of Sydney Motorway Corporation. I am particularly concerned, that given Transurban's reputation for aggressive negotiations we can expect deals like "no compete" clauses. Such clauses will stymie any meaningful investment in our public transport system until 2060 when Transurban's right to toll expires. On this basis I object.

I object that the F6 details are released in stages, so that the community is kept in the dark of the overall impact of this toll-road. This is particularly important for residents that would be exposed to two stages of high impact construction amounting to 8 years or more of high impact construction.

Leaked documents reveal that the entire route has already been mapped out, which may include the destruction of 60 hectares of the heritage listed Royal National Park or 460 more families exposed to the cruel methods of forced acquisitions.

I object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use.

I object that the Cabinet directed Transport NSW to ignore rail improvements. Improving the Illawarra Line would move ten times the number of people, at only one third of the F6 cost.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

The experience residents have, when they have legitimate complaints about dust, noise or other, is one of slow response and often no response. If the communication team is pushed, the team member is often irritated by the complaint (as they cannot do anything about it). The

most common response is a cut and paste email that states that the EPL licence allows such unreasonable noise or other intrusion. On this basis I object to the F6 extension.

I object to the decision by AECOM to do no serious traffic modelling outside the project area and the cumulative impacts caused by the M5 East on southern Sydney roads. It is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result.

The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk of damage to homes due to settlement (ground movement). There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However, RMS already have a track record for denying significant cracking in people's homes was caused by construction, putting the blame on "settlement" or "drought". Given that many homes have stood the test of time for half a century or more, these excuses are not acceptable. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to WestConnex works, with no assurance that their property damage will be promptly and satisfactorily fixed.

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failue in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I further object:

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

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

Name.....[redacted].....

Address.....[redacted].....

.....[redacted].....

Email.....[redacted].....

Signature..[redacted].....

Infrastructure Projects, Planning Services, Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My objection to the F6 Extension for the following reasons:

I object to the F6 extension. Multiple 4-year WestConnex stages on the communities of Arncliffe through to Kogarah falls into the realm of unacceptable and unreasonable oppression of local communities. The lived experience at Arncliffe, Haberfield, and St Peters has demonstrated that the current approval processes, based around impacts of short term projects should not apply.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

The experience residents have, when they have legitimate complaints about dust, noise or other, is one of slow response and often no response. If the communication team is pushed, the team member is often irritated by the complaint (as they cannot do anything about it). The most common response is a cut and paste email that states that the EPL licence allows such unreasonable noise or other intrusion. On this basis I object to the F6 extension.

The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk of damage to homes due to settlement (ground movement). There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However, RMS already have a track record for denying significant cracking in people's homes was caused by construction, putting the blame on "settlement" or "drought". Given that many homes have stood the test of time for half a century or more, surviving decades of previous droughts, these excuses are not acceptable. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It is already leading to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to WestConnex works, with no assurance that their property damage will be promptly and satisfactorily fixed.

It is unacceptable that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties. I am also concerned that the Department of Planning is not fulfilling their governance role of enforcing compliance on the RMS to "make good" damages to homes. On this basis, the F6 cannot proceed.

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of

obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in liveability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

I object that unfiltered exhaust stacks are located in our residential areas within close proximity of school children. Common and best practice in developed countries is to install filtration systems in urban tunnels. I object to the false reassurances by the project team using engineering jargon and quoting health statistics which had been calculated on best case scenario guesses.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I further object:

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

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

Name.....[redacted].....

Address.....[redacted].....

.....[redacted].....

Email.....[redacted].....

Signature...[redacted].....

Infrastructure Projects, Planning Services, Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

I object to the F6 Extension for the following reasons:

I object to the WestConnex – F6 Extension is it is an unsustainable transport plan from the 1950s. Many contemporary cities are now pulling down their inner city motorways and replacing with more efficient active and public transport solutions. Why is Sydney so out of step with the modern world?

The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast. The project will reduce social and visual amenity due to the concrete pollution stacks that will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity (more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

I object that unfiltered exhaust stacks are located in our residential areas within close proximity of school children. Common and best practice in developed countries is to install filtration systems in urban tunnels. I object to the false reassurances by the project team using engineering jargon and quoting health statistics which had been calculated on best case scenario guesses.

I am very concerned that a federally funded National Health and Medical Research Council have commented on how difficult it was to obtain data about some Australian tunnels, so we are in the dark as to the real measures of pollution.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object that there is an inadequate complaints process in place. When residents try to use these mechanisms to raise concerns, they often find themselves blocked. It is frustratingly difficult to hold the RMS and its contractors accountable for their actions. WestConnex aim to reduce complaints to nil. Not by acting and resolving issues, but by inaction hoping residents would give up. WestConnex rely on complaint fatigue to conclude "complaints are down, therefore issue fixed".

I object to this massive waste of our public funds. We can never provide enough road capacity to cater for the huge latent demand for car travel in a highly populated and fast-growing city. Investing in urban road expansion to 'fix congestion' is essentially a huge waste and based on unsound economic reasoning. We need more and better public transport alternatives, which will also benefit those that need to drive.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible scraps to replace lost community assets it is unlikely these will

occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

More and more cities around the world are coming to this realization and demolishing their freeways, not building new ones. Why is the NSW Government so completely out of step with contemporary transport solutions?

I object that the sole purpose of the F6 is to feed more traffic onto the WestConnex M5. Leaked documents reveal that Transurban, having recently acquired 51% of WestConnex, will reap millions in compensation payments if the F6 is not built. This is not transport planning. This is handing over public money to private corporations.

I further object:

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

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

Name.....[redacted].....

Address....[redacted].....

.....[redacted].....

Email.....[redacted].....

Signature..[redacted].....

Infrastructure Projects, Planning Services,
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

F6 Extension: I am objecting to this project for the following reasons:

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 ask that this project be refused approval by the Secretary of Planning.

The inability for successive governments to deliver new public transport projects has made Sydney (particularly western and southern Sydney) chronically car dependent. Building more roads has not had any lasting impact on road congestion. No evidence has been provided in this EIS to suggest the F6 extension – a tollway to St Peters - will be any different. This project will not reduce car dependency, nor meet the needs of our growing suburbs, nor get more people onto public transport.

The movement of freight from Port Botany has long been a problem. Given that a key objective was to "remove trucks from local roads" I find it absurd that Port Botany was privatised in 2013 with a "no compete" clause. This means Newcastle Port is unable to expand its capacity and reduce freight coming into Sydney. I object to the F6 toll-road. The public expects a better standard of transport planning than this.

I object that the F6 details are released in stages, so that the community is kept in the dark of the overall impact of this toll-road. This is particularly important for residents that would be exposed to two stages of high impact construction amounting to 8 years or more of high impact construction.

Leaked documents reveal that the entire route has already been mapped out, which may include the destruction of 60 hectares of the heritage listed Royal National Park or 460 more families exposed to the cruel methods of forced acquisitions.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

The experience residents have, when they have legitimate complaints about dust, noise or other, is one of slow response and often no response. If the communication team is pushed, the team member is often irritated by the complaint (as they cannot do anything about it). The most common response is a cut and paste email that states that the EPL licence allows such unreasonable noise or other intrusion. On this basis I object to the F6 extension.

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

The air quality assessment has not predicted concentrations of air pollutants on elevated receptors. Experience elsewhere shows that higher concentrations of air pollutants will be experienced by receptors that are elevated above the ground when emissions occur from an elevated emission source. For example, the upper floors of a multi-storey building may receive higher concentrations of air pollutants from a stack or vent than are experienced at ground level. No justification is provided for this omission, which is particularly significant given the number of multi-storey buildings that already exist in the area, and the high number of medium-to-high rise developments planned. Consequently, the air quality assessment may have under-predicted concentrations of air pollutants on the upper floors of multi-storey apartments. The air quality assessment makes no mention of any plans to re-assess concentrations of air pollutants on the facades of any existing or possible future multi-storey buildings in the vicinity of the ventilation stacks.

I object that RMS and sub contractors are consistently ignoring Conditions of Approval for early stages resulting in many years of unlivable conditions for residents, yet the Department of Planning seem unable to enforce compliance.

I further object:

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

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

Name.....[redacted].....

Address....[redacted].....

.....[redacted].....

Email.....[redacted].....

Signature.[redacted].....

Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My reasons for objection to the F6 Extension:

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment. Some negative impacts include: • Environmental (such as urban sprawl, smog and air pollution) • Economic (from providing urban infrastructure across a more dispersed geographical area) and • Social (including isolation, economic stratification of areas and reduced access to public services).	Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.
The air quality assessment has not predicted concentrations of air pollutants on elevated receptors. Experience elsewhere shows that higher concentrations of air pollutants will be experienced by receptors that are elevated above the ground when emissions occur from an elevated emission source. For example, the upper floors of a multi-storey building may receive higher concentrations of air pollutants from a stack or vent than are experienced at ground level. No justification is provided for this omission, which is particularly significant given the number of multi-storey buildings that already exist in the area, and the high number of medium-to-high rise developments planned.	I object to a transport solution that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary St Peters primary, Arncliffe primary, St. Francis Xavier Catholic primary and many other schools and day care centres exposed to

	dangerous pollution worth the small cost of stack filtration?
Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.	The business case for the project for the first three stages has failed to take into account the external costs of these massive road projects in air pollution for human and environmental health, in adding fossil fuel emissions to increase global warming effects, and in the economic and social costs of the disruption to human activities, of displacement of people and businesses and of the destruction of community cohesion and amenity. These external costs far outweigh any benefits from building roads which poorly serve people's transport needs but instead enrich private corporations
Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation, particularly in light of the unlivable conditions imposed on residents of Haberfield, Ashfield, St Peters and Arncliffe right now.	No credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increasses in vehicle kilometres travelled (VKT) would somehow result in a net reducton in greenhoouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.
I further object:	

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

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

Name.....

Address.....

.....

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Signature.....

Infrastructure Projects, Planning Services,
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My submission objecting to the F6 Extension:

There has been no authentic consideration for alternatives, in particular a major expansion of commuter rail transport. The Department of Planning should reject this inadequate EIS and conduct a full investigation into the flawed processes that have led to already massive expenditure on privatised toll roads. I object to a proposal that is so out of step with contemporary urban planning.

It is stated in the EIS (V1a) that travel patterns are changing, with the usage of public transport increasing greater than population growth. The trend of a modern commuting population is that driving is declining, particularly for under 30's replaced by public transport and ride share as key travel modes. It's no coincidence that the use of public transport is greater in LGA's where connected and frequent options are available, compared to LGA's with high car use where public transport has a poor service of frequency, lower levels of access and longer travel times. It is false, therefore, to claim that people prefer to drive, when for most, there is no choice.

Yet, the EIS later contradicts this fact with the statement "demand for mobility by road travel is forecast to continue to grow". Given that it is public transport usage that is growing at a much faster rate, why has this more efficient option been precluded from an in-depth analysis?

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Intergenerational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950s, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

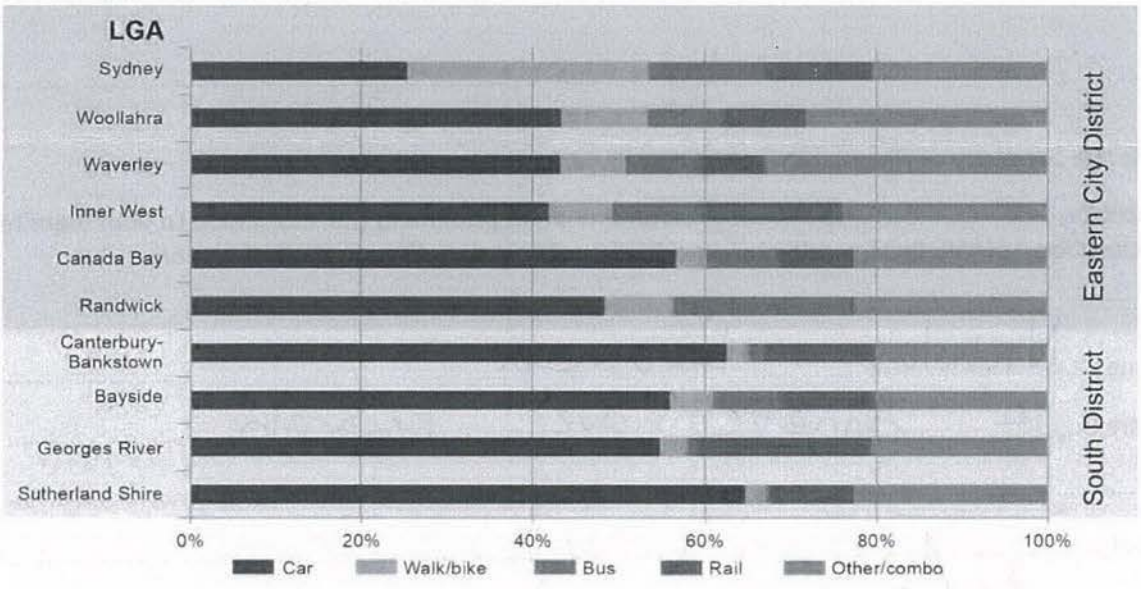


Figure 4-2 Sydney Travel to work data (2016)

The EIS indicates that the pond at Bicentennial Park will be eradicated if this project goes ahead. Murray River short neck turtles inhabit this pond and that birds such as Spoonbills and Great Egrets are feeding here. This loss of habitat is unacceptable at a time when biodiversity across the world is declining.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failue in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that unfiltered exhaust stacks are located in our residential areas within close proximity of school children. Common and best practice in developed countries is to install filtration systems in urban tunnels. I object to the false reassurances by the project team using engineering jargon and quoting health statistics which had been calculated on best case scenario guesses.

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

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

Name.....[redacted].....

Address..[redacted].....

.....[redacted].....

Email.....[redacted].....

Signature[redacted].....

Attention Director
Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My objection to the F6 Extension:

I object to the WestConnex project, including the F6 Extension Stage 1, on the basis that it will not meet its contrived core objectives, such as taking traffic off local roads, and ask that the Minister for Planning reject the F6 Extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available, making it difficult to evaluate the long term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days. There was no genuine community consultation for the F6. Information sessions that were staffed by poorly informed consultants might "tick the box" but it does not amount to community consultation.

Multiple 4-year WestConnex stages on the communities of Arncliffe through to Kogarah falls into the realm of unacceptable and unreasonable oppression of local communities. The lived experience at Arncliffe, Haberfield, and St Peters has demonstrated that the current approval processes, based around impacts of short term projects should not apply.

I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their consistent failure to reveal the assumptions on which it is based so independent traffic planners can test its results.

There is already more than sufficient capacity along our road corridors to cater for all the essential vehicle travel, particularly if alternative strategies such as demand management and public transport investment are implemented. Improving the Illawarra passenger and freight lines would increase commuter capacity 10 times more than the F6, at a fraction of the cost.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

The decision not to benchmark the cost of the toll road against the cost of rail solutions represents a serious and significant shortcoming of the F6 Extension EIS and Business Case. It is not acceptable that a range of design and location options were considered, but only in the context of a tolled and untolled road-based solution. This does not comply with the SEARS.

There has been no authentic consideration for alternatives, in particular a major expansion of commuter rail transport. The Department of Planning should reject this inadequate EIS and conduct a full investigation into the flawed processes that have led to already massive expenditure on privatised toll roads. I object to a proposal that is so out of step with contemporary urban planning.

I object to a transport solution that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids. There is no way in hell that I'd support any development that would put the lives of pupils, teachers and parents at risk", yet when he was the Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary, McCallum's Hill primary, Haberfield primary, Arncliffe primary, St. Francis Xavier Catholic primary (being just a few of some one hundred schools) exposed to dangerous pollution not worth the small cost of stack filtration?

I object that there is an inadequate complaints process in place. Residents complain their homes are starting to crack from either vibration or groundwater drawdown. The RMS fail to protect, mitigate or make good damage caused to homes, placing the onus on homeowners the signifcant expense to prove that home damage is due to construction. All the while denying access to detailed vibration and geotechnical documuments. This is unconsciounable conduct and a breach of duty of care by both RMS and the Deparatment of Planning.

I further object:

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

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

Name.....[redacted].....

Address.....[redacted].....

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Email.....[redacted].....

Signature.....[redacted].....

Infrastructure Projects, Planning Services,
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My submission objecting to the F6 Extension:

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 overwhelmingly opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first three stages.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance travelled disadvantages people who live further south and west of the Sydney region. I further object that the first exit from Kogarah is St Peters, which will impose two tolls – the F6 and M5. St George residents who use the F6 would be dumped into an inner west traffic jam. This is not an appropriate standard of transport planning.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children.

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in liveability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise".

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

I object that there is an inadequate complaints process in place. Communities have long complained of many consecutive nights of high impact noise, yet are usually denied relief housing or such relief is adhoc. A family down the road may receives alternate accomodation, yet those nearer to construction does not.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, inhouse noise attenuation as such noise is deemed "temporary". Four years of noisy construction cannot be regarded as "temporary".

The whole Westconnex system will increase greenhouse gas emission in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the F6 project against a 'do nothing' scenario to claim a reduction in greenhouse gas emissions.

In addtion, no credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increasses in vehicle kilometres travelled (VKT) would somehow result in a net reducton in greenhoouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.

I object that the details of the Transurban acquisition is hidden from the public. There is little doubt that cosy deals struck by Transurban would include "no compete" clauses. Such clauses mean that improvements in our public transport system will be stymied until 2060, when Transurban's lucrative toll concessions expire.

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

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Email.....[redacted].....

Signature.....[redacted].....

Infrastructure Projects, Planning Services,
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My submission objecting to the Westconnex F6 Extension:

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. WestConnex and the F6 extension is purely infrastructure to raise toll revenue, predominantly into the private hands of a Transurban led consortium.

Improvements to the Illawarra passenger and freight rail line would also avoid multiple sets of traffic lights and provide employment, reaching ones' destination much faster and no problems finding parking. It would also result in less damage to communities, enhance property values, and produce less pollution. The only loser of this strategy are toll road operators. I find it disappointing that our Government issued a cabinet direction in place not to consider other options must not preclude the consideration of public transport. On this basis I object to the F6, as it is not for public benefit and breaches SEARS.

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 —being Western Harbour Tunnel, the Airport Link and the F6. WHERE DOES THIS END? According to the F6 EIS the St Peters Interchange will be a carpark by 2036 with significant queuing back into the mainline tunnel. Research about roads clearly demonstrates that roads create congestion. The WestConnex project is no different and the EIS clearly indicates that this. I object to the WestConnex F6 extension as it will not solve the south's commuting issues.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

Although the EIS proposes mitigations to address the issue of construction fatigue, residents of St George are not reassured. We have seen the communities of Arncliffe, Haberfield, and St Peters exposed to awful living conditions, their complaints ignored and the Department of Planning powerless to enforce adherence to Conditions of Approval, weak as these conditions are. I therefore object to the F6 extension

The project will directly cause irreversible biodiversity loss, and indirectly through increased greenhouse gas emissions that will contribute to climate change and damage natural systems. The project will result in increased VKT, and therefore more contaminants (brake and clutch dust, hydrocarbon particulates etc.) being deposited on roadways and washed into waterways.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I further object:

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

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Signature[redacted].....

Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My reasons for objection to the F6 Extension:

It is stated in the EIS (V1a) that travel patterns are changing, with the usage of public transport increasing greater than population growth. The trend of a modern commuting population is that driving is declining, particularly for under 30's replaced by public transport and ride share as key travel modes.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Intergenerational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950s, already outdated before it is built, and represents a significant waste of public funds. I therefore request the Secretary to refuse approval to the F6 extension.

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment. Some negative impacts include: • Environmental (such as urban sprawl, smog and air pollution) • Economic (from providing urban infrastructure across a more dispersed geographical area) and • Social (including isolation, economic stratification of areas and reduced access to public services).	NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.
For the 40 years from 1970 over 120 kms of motorway had been constructed, much of it financed by the private sector and funded through tolls, while only 14 km of rail line has been provided. Although the construction of a motorway network was appropriate to support freight and commercial traffic, the failure to provide a complementary public transport network means that traffic on these motorways will reach capacity much more quickly and they will then play a much less effective role in supporting the regional economy	Road performance is heavily dependent on the quality and speed of nearby public transport. We are grinding to a halt as insufficient investment in public transport has occurred for decades due to successive governments focus on roads. A city without decent public transport is a city that regularly grinds to a halt, which is exactly what is occurring.
Improvements to the Illawarra passenger and freight rail line would also avoid multiple sets of traffic lights and provide employment, reaching ones' destination much faster and no problems	The decision not to benchmark the cost of the toll road against the cost of rail solutions represents a serious and significant shortcoming of the F6 Extension EIS and

finding parking. It would also result in less damage to communities, enhance property values, and produce less pollution. The only loser of this strategy are toll road operators. I find it disappointing that our Government issued a cabinet direction in place not to consider other options must not preclude the consideration of public transport. On this basis I object to the F6, as it is not for public benefit.	Business Case. It is not acceptable that a range of design and location options were considered, but only in the context of a tolled and untolled road-based solution. This does not comply with the SEARS. There has been no authentic consideration for alternatives, in particular a major expansion of commuter rail transport. The Department of Planning should reject this inadequate EIS and conduct a full investigation into the flawed processes that have led to already massive expenditure on privatised toll roads. I object to a proposal that is so out of step with contemporary urban planning
I object that unfiltered exhaust stacks are located in our residential areas within close proximity of school children. Common and best practice in developed countries is to install filtration systems in urban tunnels. I object to the false reassurances by the project team using engineering jargon and quoting health statistics which had been calculated on best case scenario guesses.	The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.
I further object:	

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

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Name.....

Address.....

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Email.....

Signature....



Attention Director
Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

My objection to the F6 Extension:

I object to the F6 Extension as there were many issues raised by witnesses at the Parliamentary Inquiry into Westconnex Impacts that makes me very concerned:

That families across the Westconnex route are reporting being forced from their homes with compensation significantly less than market value.

That despite reassurances, the RMS are not compensating families for damaged property.

That Westconnex and the F6 extension is instead of the public transport initiatives that had been originally devised by transport experts for the NSW Transport Master Plan in 2012.

That unfiltered exhaust stacks, that are dangerous to our health, are located near schools, homes and sportsfields. I consider not filtering the stack is due to cost cutting and is not world best practice.

That the promise of sharing air quality data with schools has not occurred. St Peters and Haberfield primary schools are an example where children are exposed to very high levels of pollution, but no-one thought to tell the parents.

That mitigation measures to reduce the impact on sensitive receivers is poorly managed.

That resident complaints are ignored or the severity is watered down.

That the promised in-house noise attenuation has turned out to be a protracted sitution for many families.

That the promise of urban repair on completion is either not completed, or completed only in part.

That travel time savings of a few minutes will be quickly eroded by induced traffic, yet the community has lost valueable parks, endured years of construction, and will be exposed to higher levels of traffic pollution.

That the community information sessions do not supply the detailed information residents need.

That the Department of Planning seems unwilling or unable to enforce compliance to the Conditions of Approval, which has left communities unprotected.

Furthermore, I object to the F6 extension for the following reasons:

That the F6 extension details are only being released to the public in stages, making it difficult to evaluate the long-term impact on my community.

That the Government had issued a cabinet direction to Transport NSW to ignore rail improvements as an alternative. Leaked documents reveal that improving the Illawarra rail line would move ten times the volume of people than the F6 toll-road, at a fraction of the cost.

That the 35-day time frame granted to communities to analyse the substantial EIS is insufficient. If the Government is serious about community consultation this would have been extended to 90 days.

That the public have been locked out of any meaningful conversation on how we want our transport network shaped. For decades our rail system has suffered serious under-investment, yet this is our best way to reduce congestion on our roads by giving commuters an alternative and thus revitalise urban environments.

That NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

I further object:

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

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Name.....[redacted].....

Address.....

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Email.....

Signature.....



Name: Carmela Savoca
Email: [redacted]

Address: [redacted]

Beverley Park, NSW
2217

Content:
To whom it may concern
Dear Sir/Madam,

RE: F6 Extension Stage 1 - Application No SSI_8931

I grew up in Kogarah and moved to Beverley Park when a teenager. I moved to London in 1996 and returned to live in Beverley Park in 2013. During my years away I returned most years for at least a month and always stayed in Beverley Park when I came home. I am a long-standing resident and have seen many changes to the area, many of them detrimental. I have seen the lack of investment in infrastructure and the prioritisation of other areas of Sydney over the St George area. I am therefore writing to object to the F6 Extension.

Princes Highway and Rocky Point Road are the two (2) main corridors that run through our area. The F6 Extension Motorway outline claims that it will remove more than 2,000 trucks a day from surface roads. Where will the 2,000 trucks go once they are out of the tunnel and back on surface roads? The 2,000 trucks will be funnelled out directly onto the Princes Highway and Rocky Point Road, right through the centre of our local communities, further increasing congestion on our roads. We are already gridlocked and travel times will be increased with the additional traffic.

It's been suggested that to help keep traffic flowing that 24-hour clearways are to be implemented on Rocky Point Road. I strongly object to any extension of the current clearway hours (6am - 10am northbound and 3pm - 7pm southbound.) Rocky Point Road is the heart of our local community. It's where we go to do our shopping, from local small and mostly independent business owners such as restaurants, hairdressers, beauticians, barbers, newsagents, coffee shops, bakeries, dress shops and gyms. Parking

along this road is already a problem, with only very small parking lots behind some of the shops.

In addition, every few hundred metres along Rocky Point Road there is a new unit block being constructed in addition to the whole new suburb that is being constructed at Ramsgate Park, formerly the Darrell Lea site. There will be thousands of new residents living on Rocky Point Road with no additional public transport to support the swelling numbers.
The removal of parking along Rocky Point Road will destroy the community `feel' of Ramsgate and Sans Souci and most likely kill the small local business that operate in those area.

I am extremely concerned about the unsightly 10-storey ventilation outlet that will be built on West Botany Street opposite Rockdale Bicentennial Park. Five businesses were contacted earlier this year by RMS to be advised that their businesses are to be compulsorily acquired and that they have 18 months to vacate. What will happen to those businesses especially as it's unlikely they will be compensated adequately by RMS? One of those businesses, Tyrepower, has been there for 31 years.

The Roads Minister has stated that they have to weigh up the benefits to the majority of the population against the impact but does concede that there will be an impact. Enhancing traffic flow to the Sutherland Shire at the expense of the quality of life of St George residents and the livelihood of St George businesses is not a benefit to the majority of the population. It's destroying one area for the direct benefit of another. The vast majority of people from the Sutherland Shire want to get into the City not to Arncliffe, and not to Parramatta or Blacktown via the WestConnex.

There should be far greater investment in public transport so that the people of the Sutherland Shire - as well as those in the St George area - have fast and reliable alternatives to driving their cars and do not have to squeeze onto crowded buses and trains standing for excessive lengths of time.

I object to the loss of open green space and sporting fields, which are more important than ever with the population targets set for the Georges River local government area by the Greater Sydney Commission.

I object to the F6 Extension for the direct social and environmental impacts, including increased pollution levels, it will have on our community.

Yours sincerely,
Carmela Savoca
Beverley Park (2217) resident



[redacted]

[redacted]

Content:
I would like to object to the current proposal for an F6 extension to be built in my local area. My main reasons for objecting to this proposal include: loss of local parklands, harm caused to native flora and fauna as well as residents and the damage and inconvenience during construction of such a grandiose project, whose cost benefits are diminished by the problems created.

I am a frequent user of BiCentennial Park which will be forever changed by the current F6 proposal. Not only will I be unable to ride my bike in the areas I've used for years, but the natural beauty of the area will be irrevocably lost. For a location so close to the city, this park holds an amazing variety of species, some or many which will be lost, or will move on at least during the construction process.

The proposed position of the unfiltered exhaust stack (near the current type shop) will also damage the air quality of the area. There is a skate park and picnic grounds right across the road, and seemingly positioned over the top of the tunnel! We don't want our young local residents to be breathing in this smog, let alone the animals and birdlife.

The benefits of this project appear minimal, as meetings I have attended suggest that traffic on our main local road, The Grand Parade, will reduce in quantity by a minor amount. Instead, a traffic bottleneck will be created on President Avenue and on local streets such as Crawford Rd & Chuter Avenue, as motorists from much further south will be attempting to access the entrance/exit. We need traffic solutions which will reduce the traffic heading into the city and eastern suburbs through the use of our roads, not connecting to WestConnex, the M4 or M5. Access to the Moorefields Estate, where we use the vet services and a cafe, will be much more difficult, and if we do want to use the new road on the rare occasion, we'll have to

pay $4+ for it!

My friends who live in the Earlwood area have had a light rail constructed near them, and it is such an easy and pleasant way to access the city and other areas. That's what we need in the south too, not another toll road which will benefit locals little but will only bring further out-of-suburb motorists to our area.

I cannot see the benefits of this F6 project and cannot see myself using it on many occasions. My cynicism about the motives behind such a proposal are far stronger than any adavntages I can see to the project.

[redacted]

