

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The F6 toll-road is an outdated 1950s approach that will fail the mobility needs of a 21st century Sydney.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

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.

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PCU077469

Director – Infrastructure Projectors
 Department of Planning & Environment
 Application number ss1_8931
 GPO Box 39
 Sydney NSW 2001

Department of Planning
 Received
 13 DEC 2013
 Scanning Room

My submission objecting to the F6 Extension Stage 1 project

I strongly object to the F6 Extension Stage 1 project.

First of all, I think spending more than 2 billion dollars to construct a 4 km road is far too much because either the taxpayers or the users of this road will have to pay for it.

The reason for the cost being so high is the way it is going to be built—a tunnel is to be built instead of a surface road which would be the original idea. If it has not been built for sixty years, there must be a good reason for that. I think the reason is the high cost in carrying out the plan—not only the cost in dollars but also other costs such as the destruction of Royal National Park, the loss of Rockdale Wetlands, open space & playing fields, the effect on Rockdale Bicentennial Park, etc. It is just too much sacrifice to be made for this road.

Another problem associates with the tunnel is the exhaust stacks. They are tall and visible and constantly remind people that they are there to collect the fume in the tunnel and release them. We can tell people they are harmless to our health but very few people would believe that. As a consequence the nearby properties will drop in value and their owners will suffer financially if they try to sell the properties and move elsewhere.

Another problem is the increased traffic in President Avenue, Kogarah. It is claimed that after the tunnel is built each day about 10,000 vehicles plus 2,000 trucks will be removed from nearby surface roads, but what happen to them? They will all come to President Avenue, Kogarah, which is already very busy as it is, and it will be a potential bottleneck as the total length of President Avenue in Kogarah is only one and half kilometres long, and divided into a few even shorter sections by several uncoordinated traffic lights. If there is a blockage in just one of the sections of President Avenue, then the whole President Avenue and all the roads leading to it may be affected. Can we afford to take this gamble?

In fact, a study, commissioned by the Illawarra Business Chamber and NRMA, found there will be a 26 per cent increase in President Avenue with the opening of stage one of F6 extension. It does not matter how beneficial this tunnel is, how is it fair to expect the residents living in President Avenue, Kogarah to put up with such a sudden change in their living environment? In this country we are obsessed with fairness, does this project pass the fairness test?

Furthermore, I think the concept of making use a small fraction of reserved F6 corridor to build so called F6 Extension Stage 1 is a bad idea. I believe the original F6 would provide several spots somewhere along the route between Loftus and St Peters for the vehicles to enter or to get out of this road to make the most out of it. But the

new design requires all the users of this tunnel to come to this one spot which is located at President Avenue, Kogarah, and that will only result in congestion.

I sincerely believe F6 is an outdated concept and should be abandoned for there is no point to flog a dead horse as a former state government Minister Mr Carl Scully already found out and ruled out F6 publically many years ago. It is unthinkable today that 60 hectares of the heritage listed Royal National Park and the irreplaceable Rockdale Wetlands can get involved in a road project. F6 was proposed in 1950s before the publication of the book *Silent Spring* in 1962 which ignited the Environmental Movement and forged our environmental consciousness. That is why now we have to have an Environmental Impact Statement and have it released for the public to give comments, and then assessed carefully, before the project is approved.

I object to the closure of Bicentennial Park even just for a short period of time.

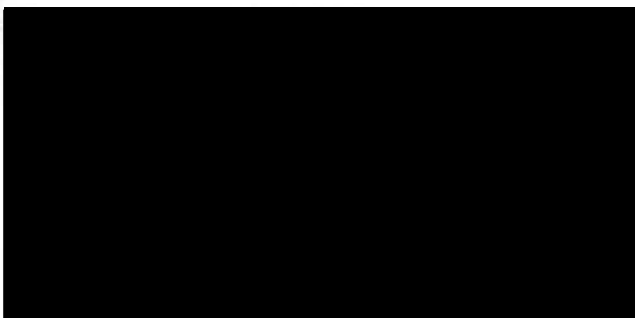
I object to the elimination of the footpath on the north side of President Avenue along the Bicentennial Park for the sake of this tunnel. I have been walking on this footpath all the way to the beach regularly for 40 years. I love that walk and hate losing it.

And I object to this project because it will restrict the residents in the Moorefield Estate to drive in and out of there.

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

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

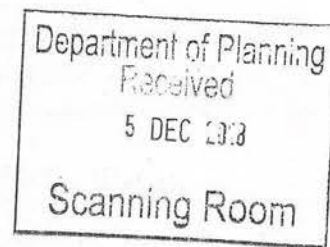
I have not made any reportable political donation in the last two years.





PCU077385

Attn: Director
 Infrastructure Projects, Planning Services
 Dept of Planning and Director
 Infrastructure 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 Arncliffe 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.

- 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,

Name:

SOHR CHAPMAN

Address:

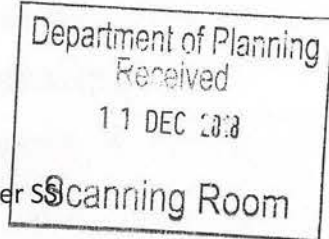
MONTROSE 2217

Email:

Signature:

[Redacted Signature]

Attn: Director
 Director Transport Assessments
 Department of Planning and Environment
 Application Number SSI 17_8931
 GPO Box 39 Sydney NSW 2001



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The F6 extension is not a good idea. To save only a few predicted minutes of travel time from Kogarah to the city (and it's a toll road) 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.

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Yours sincerely,

Name: Narelle Cornelius

Address: [REDACTED] Summer Hill NSW 2130

[REDACTED] em

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



December 9 2018

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

Department of Planning
Received
11 DEC 2018
Scanning Room

Application Number SS1 17_8931

Dear Sir / Madam,

I write to object to the F6 freeway. My reasons for objection will be provided below under the heading, Conflicts.

Sydney's transport planning is flawed, and the F6 is part of this process. The F6 will have huge implications particularly for residents living in the vicinity of the President Avenue, Kogarah. It will also have impacts further afield in our local area.

Governments of both political persuasions have deliberated over many years on the construction of the F6. They may have also considered public transport options, but they were not actively pursued to planning stages. The current NSW Government failed to give any consideration at all to public transport in the EIS process to the F6.

Current NSW Government policies have continued to approve increased densities in our local suburbs. In May 2017, the Kogarah LEP was gazetted by the Department of Planning. This will allow 11 stories of units in an area, which is close to the Kogarah Town Centre and Kogarah railway station. Additional density was also permitted elsewhere in the local area. One must ask where the additional traffic generated by these developments is to go, given that our rail network has not been upgraded to keep pace with population growth. Local residents are very concerned at the future amenity and sustainability of their suburbs.

One cannot now forecast that travelling times in using the F6 will be improved when the development of units in the local Kogarah area has increased, and our local population will therefore increase. Any benefit in travelling times will have been eroded.

A 4 km tolled freeway "will be a freeway to nowhere" as traffic builds up in the approaches, exits and in the tunnel itself. No overseas city would even consider building a tunnel only 4km in length.

In a medium to large city such as Sydney, the railway and not the road system determines the shape and structure of the city. We have allowed the car and freeways to determine our city at the expense of a good public transport system.

The costs of the F6 freeway are huge to our local community. I, like other residents find it hard to find any benefits of this 4km freeway.

CONFLICTS

Moorefield Estate

The Moorefield Estate was built in the late 1950's after Moorefield Racecourse (1888-1951) closed. The course remained open for horse training and barrier trials until the mid-1950's.

The streets on the Estate are not wide; Civic Avenue and Marshall Street are the widest. These narrow streets make it difficult for parking. If cars are parked on both sides only one car can safely pass by.

Residents are very concerned at what they see as an "entrapment" - the difficulty in gaining safe exit from and access to the Estate. This also concerns staff, students and parents at Moorefield Girls High School and St George Special School, which both have vehicular entry in Marshall Street.

Both schools use bus transport for students being dropped off and picked up at school, as well as buses for school excursions and sport. The St George Special School has a particular dependence on taxi and bus transport for its students.

Traffic management on the Estate needs to be more carefully thought out. It concerns a significant number of people.

██████████ a Moorefield Estate resident of many years, has written a comprehensive submission to the Department of Planning. ██████████ has listed all of the **current conflict issues in each of the streets on the Moorefield Estate**. She has stated what is likely to happen after the F6, if it is built, and then she offers her opinion on the situation.

I also stress that more attention needs to be given by traffic engineers to the impact of F6 traffic flows (along Princes Highway) on Marshall Street. Moorefield Estate residents need to have safe exit and access.

I will not elaborate further here on Moorefield Estate traffic issues.

PATMORE SWAMP

The EIS has indicated that 30 metres of Patmore Swamp will be taken for road widening in President Avenue. This land is historically very significant.

When the Irishman Patrick Moore received his pardon in 1806, he was given a grant of land in 1809 of 60 acres at Minto. This was withdrawn and reissued on August 25 1812 at Botany Bay. The grant was called "Moorefield."

It was a land grant by Governor Lachlan Macquarie to Patrick Moore and was the land on which the racecourse was later built by Peter Moore in 1888.

Patrick lived largely in Pitt Row, Sydney as he found his land grant hard to get to by sea or land. It was marsh territory and became known as Patmore Swamp. He made attempts to farm his land and succeeded with cattle. Between 1817-1821 he tendered beef supplies for Government Stores. The name Patmore Swamp remains to this day, and acknowledges an early settler of this area.

The history of the Moore family is recorded in Chapter One of "The History of Moorefield Racecourse Kogarah, Sydney, Australia (1888-1951)" which I self-published in October 2016. The Moore family made a substantial contribution to our St George community over many years.

A bicycle path through the Patmore Swamp is simply not acceptable and I object to it.

RELOCATION OF COMMUNITY ASSETS

The relocation of community assets from Bicentennial Park and the adjoining open space is a matter of strong concern. The loss of soccer (football) fields, cycle way, children's playground equipment, picnic tables, car-parking space, open space and the skate board ramp will disadvantage our community. These facilities will be unable to be used for a period of maybe 5 years. Open space for sporting fields is increasingly in short supply in our local area.

Bicentennial Park was opened in 1988, and was Rockdale Council's contribution to the acknowledgement of the 200th anniversary of the birth of our nation.

It is a facility, which is used by so many people of different age groups in the community. The wetland corridor behind the park is an area of much environmental significance and is enjoyed by our community.

Proximity to open space and clean air aids participation in physical activity. People are time poor and like to have open space close by. Parents take their children to the park to play, football is played and people walk in this area. Walking aids people with chronic illnesses and is beneficial to those with mental illness.

Young people need to exercise and enjoy the outdoors instead of being tied to their iPads and mobile phones. Teachers and parents face a battle today to have children exercise instead of being glued to their screens.

A ventilation stack, which is planned for West Botany Street directly opposite Bicentennial Park, will not be conducive to outdoor activities for our community.

AIR POLLUTION

The unfiltered exhaust stack in West Botany Street is located close to Brighton le Sands Infants and Primary School, and the two child care centres in Crawford Road, Brighton le Sands.

Ilinden's sporting fields, residential homes, as well as the industrial estate in Beach Street, Kogarah, are also located close to the exhaust stack.

Residents are not convinced that these stacks are safe. Increased traffic will lead to more air pollution.

DAMAGE TO PROPERTIES

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, building standards differed to today's 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.

NOISE AND LIGHTING

Increased traffic from vehicles wanting to use the freeway, and the noise and vibration from construction equipment will result in more local traffic noise. The Moorefield Estate has always been a quiet area in which to live; it will no longer be quiet.

Bicentennial Park will be a construction zone for 5 years. The corner of Civic Avenue will be a construction zone and the area around O'Connell Street and President Avenue will be a treeless construction zone.

The noisy and well-lit environment will not assist the wildlife, which lives in this area.

President Avenue will be lit up at night as it becomes a construction zone 24/7. Living conditions will become difficult for local residents.

ENVIRONMENT

There will be huge impacts on our local environment's flora and fauna.

I have walked 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.

CONCLUSION

My list below highlights that there are no benefits to the community of the F6 freeway being built. These are the reasons for my objections:

- * Difficulties in access and exit from the Moorefield Estate
- * impact on the wetlands
- * bicycle path through the wetland is unacceptable
- * loss of endangered flora and fauna
- * increased pollution levels from both traffic and ventilation stack
- * increased noise and vibration levels
- * the amenity of residents in President Avenue, Kogarah compromised as a 24/7 construction period. The area will be lit up at night time.
- * possible damage to properties from tunnel construction
- * 5 year construction period - disruption to the community
- * relocation of sporting fields and loss of facilities in Bicentennial Park
- * increased traffic and clear ways impacting on local businesses.
- * a toll on 4 kms of freeway.

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

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

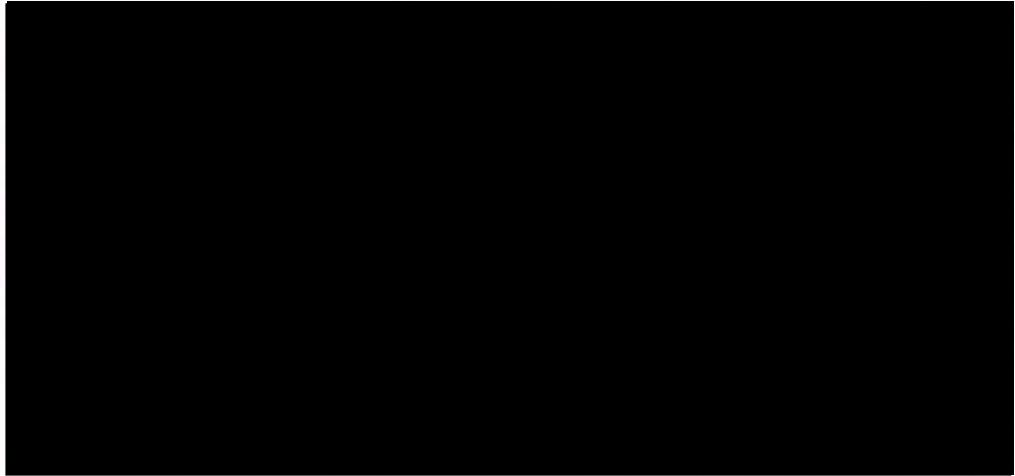
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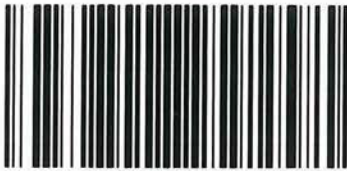
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PCU077485

12 December 2018

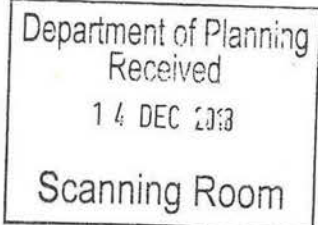
Director- Infrastructure Projects

Department of Planning and Environment

Application number SSI_8931

GPO Box 39

Sydney NSW 2001

Roads and Maritime Services F6Extension@rms.nsw.gov.aucc Mr Steve Kamper MP rockdale@parliament.nsw.gov.au

To whom it may concern,

RE: Response to Environmental Impact Statement and the impact of the proposed F6 Extension

[REDACTED]

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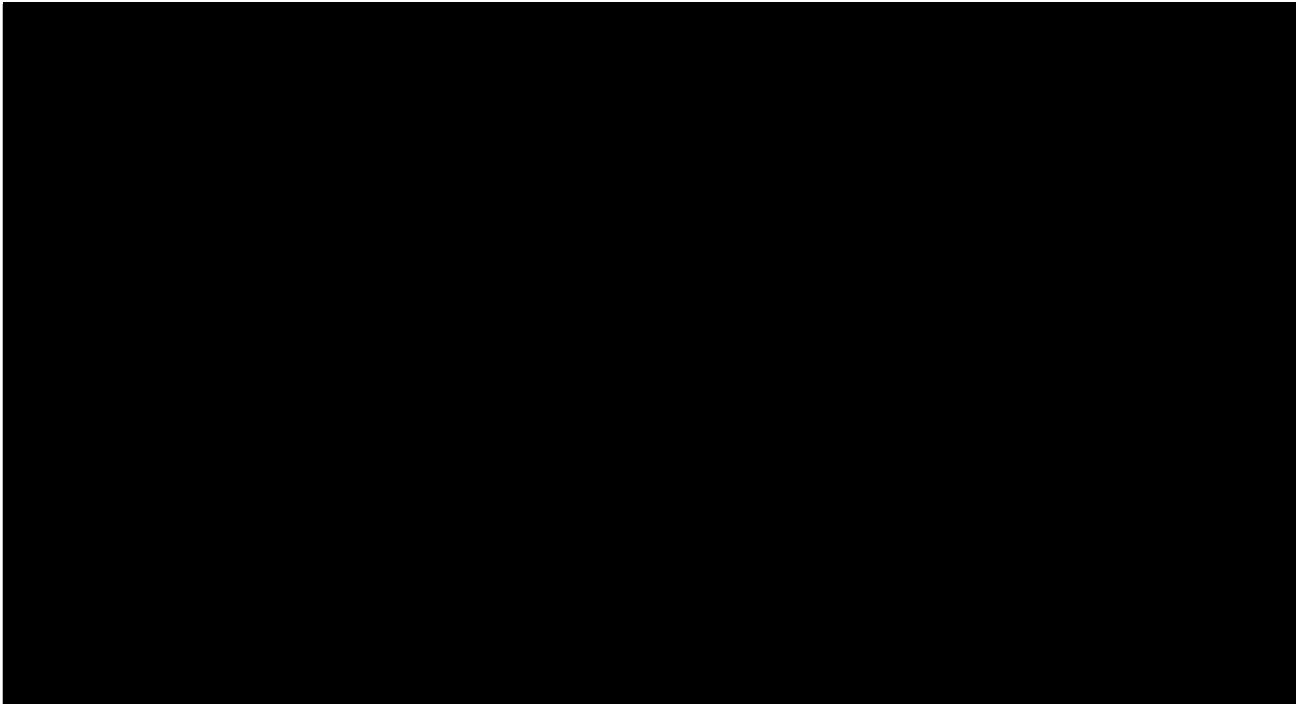
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Name: Manousos Boutzoukas

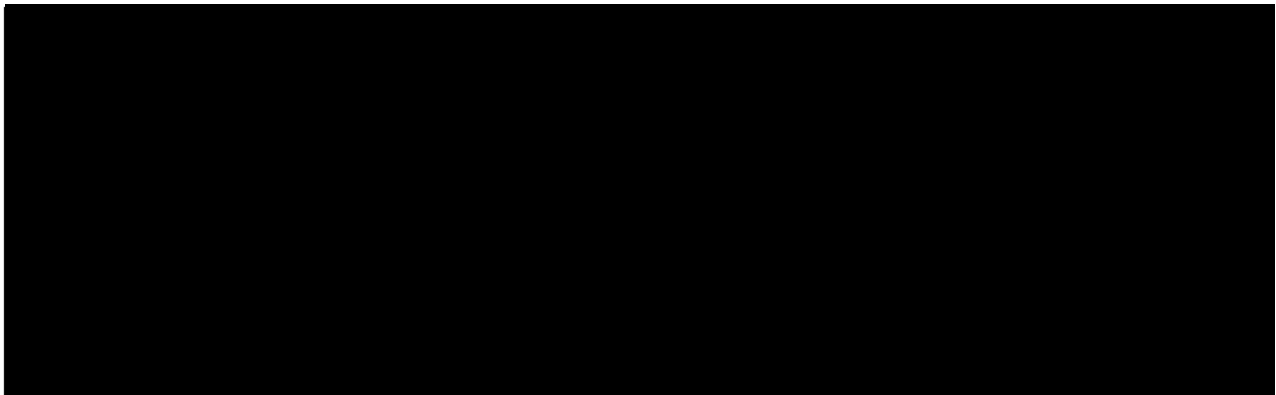


Address:



Monterey, NSW
2217

Content:
Please see attached PDF submission



To whom it may concern,

As a business / residential stakeholder in the Rockdale/Brighton Le Sands area I am writing to express my support for the submission made by Hayley Huseyin (dated 14/12/18) requesting that the Minister's Conditions of Approval for proposed F6 Extension project include requirements to:

- Reinforce east-west pedestrian and active transport connectivity between the communities of Rockdale and Brighton Le Sands
- Mitigate deterioration of already unacceptable crash statistics on Bay Street (as cited in chapter 8 of the EIS).

Specifically, I support the initiatives for:

- A new east-west shared user path and street-scape improvements along Bay Street, connecting Rockdale station and Rockdale retail precinct with the Brighton Le sands precinct and foreshore amenities.
- A reduction in speed limit from 60km/hr to 50km/hr along the 1.5km section of Bay Street between the Princess Highway and the existing 40km/hr zone at Crawford road.

Signed: 

Name: Manousos Boutzoucas

Address of business or residence:

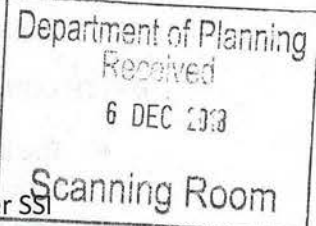
 MONTEREY

Email Address: _____



PCU077402

Attn: Director
 Infrastructure Projects, Planning Services
 Dept of Planning and Director
 Infrastructure 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 Arncliffe 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.

- 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,

Name:

D STADLER

Address:

[REDACTED]

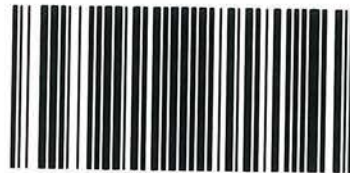
Email:

MONTEREY

Signature:

[REDACTED]

Attn: Director
 Director Transport Assessments
 Department of Planning and Environment
 Application Number SSI 17_8931
 GPO Box 39 Sydney NSW 2001



PCU077401

Department of Planning
 Received
 6 DEC 2018
 Scanning Room

Re: F6 Extension Stage 1 New M5 Arncliffe 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:

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- 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.
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- 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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HEALTH CONCERNS DURING CONSTRUCTION AND BEYOND:

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- 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:

To the lack of consultation with the community.

Yours sincerely,

Name: *JOHN VELLIS*

*BRIGHTON LESANDS NSW
2216*

Declaration: I have not made any 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 include / 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 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,

Anne Newton

 Sans Souci



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

Department of Planning
Received
17 DEC 2018
Scanning Room

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 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, 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:

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.....
.....
Email.....
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:

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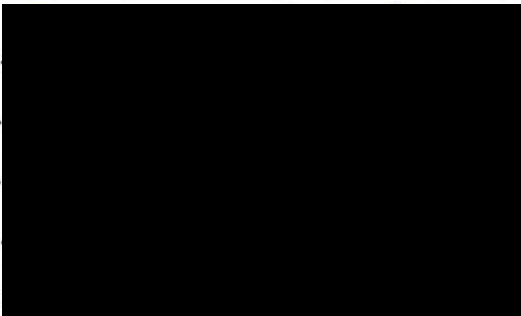
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I ask the Secretary of Planning to refuse approval for this project.

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.....		
Address...		
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Email.....		
Signature		

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 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, 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 increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse 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.

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Name.....

Address.....

.....

Email.....

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.

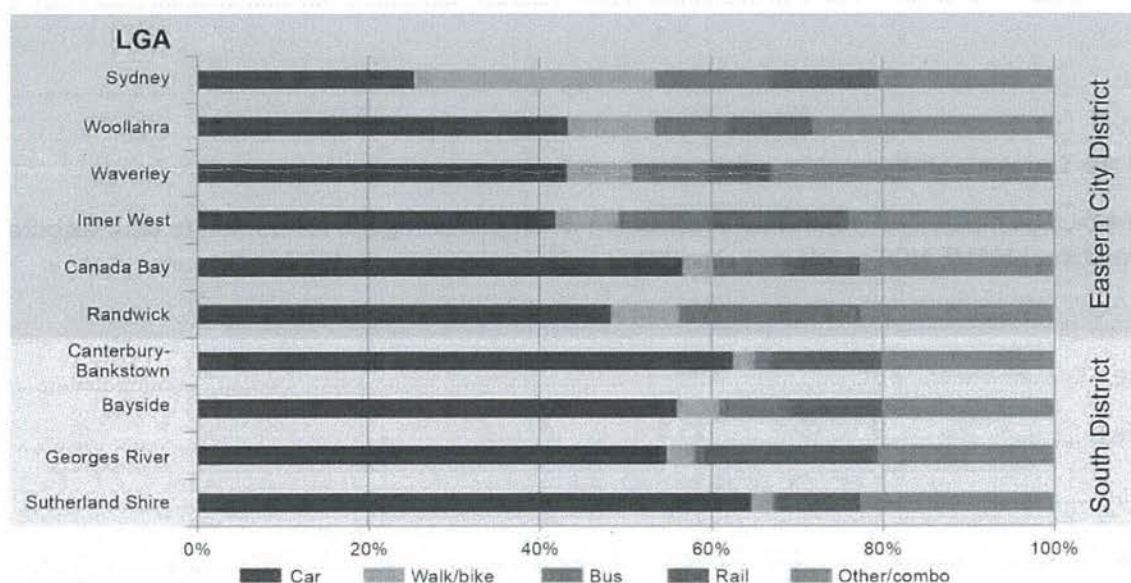


Figure 4-2 Sydney Travel to work data (2016)

The 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 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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Signature.....	

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 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 which 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:

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

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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 situation 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:

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Name.....

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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:

"We are a Society
Not an economy"
Doug Cameron MP

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 BARBARA COUCHON

[REDACTED]

NEWTOWN 2042

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.

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:

More public transport, lower fares,
In situ at the same time as new
developments partly financed by
developers

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

BARBARA COLHOUN

NEWTOWN 2042

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

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Name.....

PEARL SMITH

Address.....

ERSKINEVILLE 2043

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

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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.

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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..... TAMASIN ALTMANN

Address..... [REDACTED]

..... ROCKDALE 2216

..... [REDACTED] [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:

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.

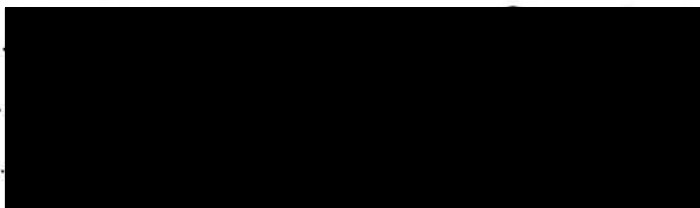
Very little information about NSW government contracts for the entire WestCONnex project is available to the public, including the Transurban contract to buy 51% of Sydney Motorway Corporation. I am particularly concerned, that given Transurban's reputation for aggressive negotiations we can expect deals 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.

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..... Pia Larsen

Address..... 

Email.....

Signature.....

Stammore NSW
2048

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

I object to WestConnex and the F6 Extension for the following reasons:

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.

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.

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.

"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."

Car dependencies on cars add to obesity and other health problems, a cost not included in the cost / benefit analysis for WestConnex.

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, and reduce the traffic volumes coming into the Inner West.

I object to a transport solution 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 the 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 fraction of the schools & day care centres) exposed to dangerous pollution worth the small cost of stack filtration?

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 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... KRIS PERRY
Address... FOREST LODGE NSW
Email...
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:

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 addition, no credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse 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.

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.....

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 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 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 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 significant expense to prove that home damage is due to construction. All the while denying access to detailed vibration and geotechnical documents. This is unconscionable conduct and a breach of duty of care by both RMS and the Department 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.....

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 situation 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...

Address

.....

Email....

Signature

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 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 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 increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse 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.

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

Name....

Address.....

.....

Email....

Signature.....

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.....

Address.....

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Email.....

Signature.....

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 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, 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:

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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Email....

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 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

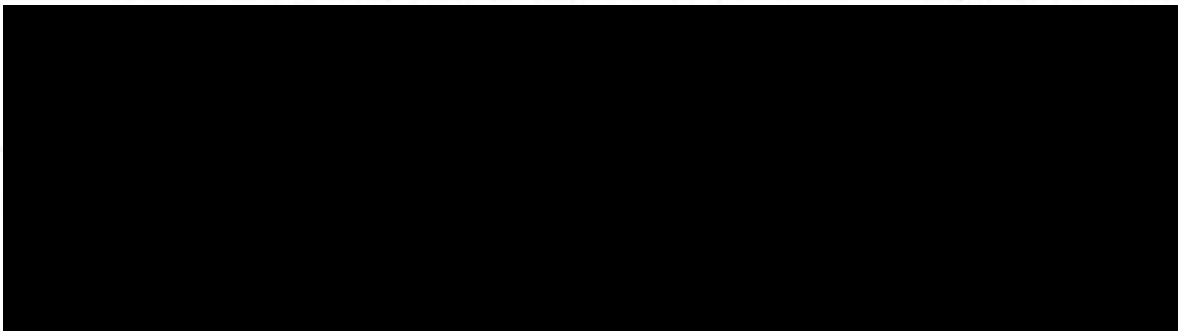
The project will directly cause irreversible biodiversity loss, and indirectly through increased greenhouse gas emissions that will contribute to climate change and damage natural systems. The project will result in increased VKT, and therefore more contaminants (brake and clutch dust, hydrocarbon particulates 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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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 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 which 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.

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

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 Department of Planning and Environment
 Application number SSI 17_8931
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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 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, 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:

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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:

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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 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 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?
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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 increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.
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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:

*Your proposals don't make any sense at all - hospitals, schools, disabled families will ALL be impacted - STUPID
Beaumont - will vote Labour*

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

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Name.....
Address.....
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Email.....
Signature.....

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>The whole project is ludicrous - no sense at all - IGNORANT PEOPLE IN CHARGE -</i>	

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

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I further object: *the impact on schools - Morefield - James Cook and disabled childrens facility - Buses from Marshall St to Civic Avenue then on President Ave - WHERE ARE THEY GOING TO TAKE KIDS*

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

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Name
Address
.....
Email
Signature

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

I object to WestConnex and the F6 Extension for the following reasons:

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.

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.

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.

"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."

Car dependencies on cars add to obesity and other health problems, a cost not included in the cost / benefit analysis for WestConnex.

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, and reduce the traffic volumes coming into the Inner West.

I object to a transport solution 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 the 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 fraction of the schools & day care centres) exposed to dangerous pollution worth the small cost of stack filtration?

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 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.....

Chris Poulleas

Address.....

Compedown

Email.....

Signature.....

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:

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.

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.....*Chris Pullaor*.....

Address.....*Camperdown 2050*.....

Email.....

Signature.....

From:
Sent:
To:
Subject:

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 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,

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

From:
Sent:
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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"

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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.

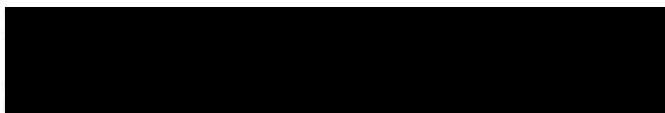
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We need more and better public transport to keep Sydney moving.

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

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

Yours sincerely,

A large black rectangular box redacting the signature of the person.

[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe 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 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.

We need more and better public transport if we want to continue to move about our city.

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.

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Yours sincerely,

Emily English

[REDACTED] Beverly Hills NSW 2209, Australia

[REDACTED]

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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.

As a Uni student I want more and better public transport so that I don't need to drive. I don't need a car for status, like the baby boomers seem to need.

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"

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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.

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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,

Sean English





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 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, 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.

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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:

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

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25-11-18

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 Department of Planning and Environment
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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.

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 Department of Planning and Environment
 Application number SSI 17_8931
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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 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, 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.

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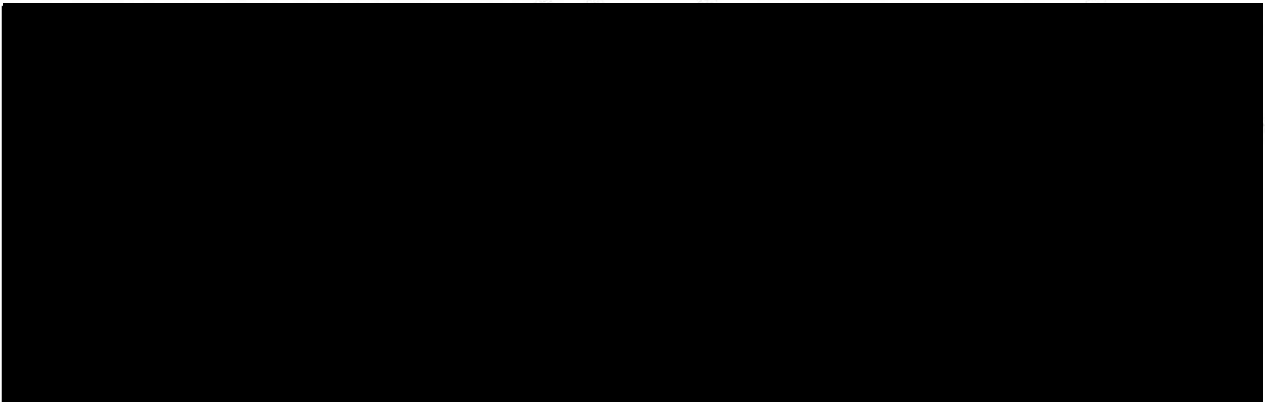
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My objection to the F6 Extension.

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

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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.

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Name.....

Address.....

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[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe 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 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".

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

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Yours sincerely,

Brian O'Rourke

Rockdale NSW 2216, Australia

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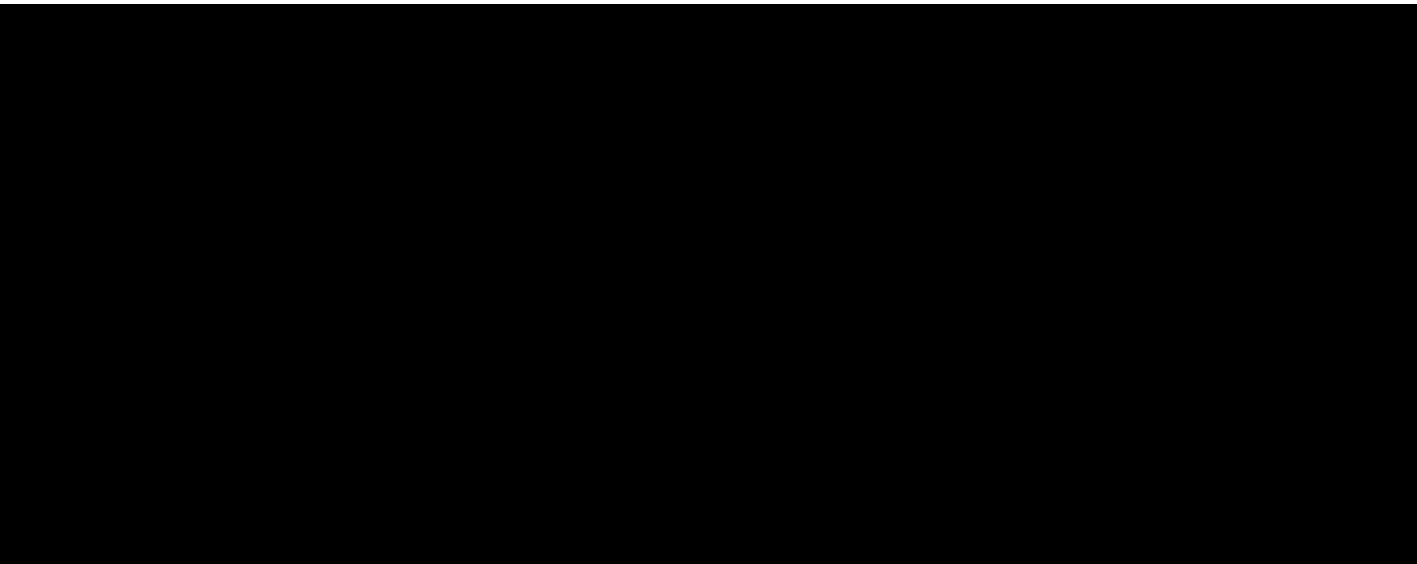
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Brian O'Rourke

Rockdale NSW 2216, Australia



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.

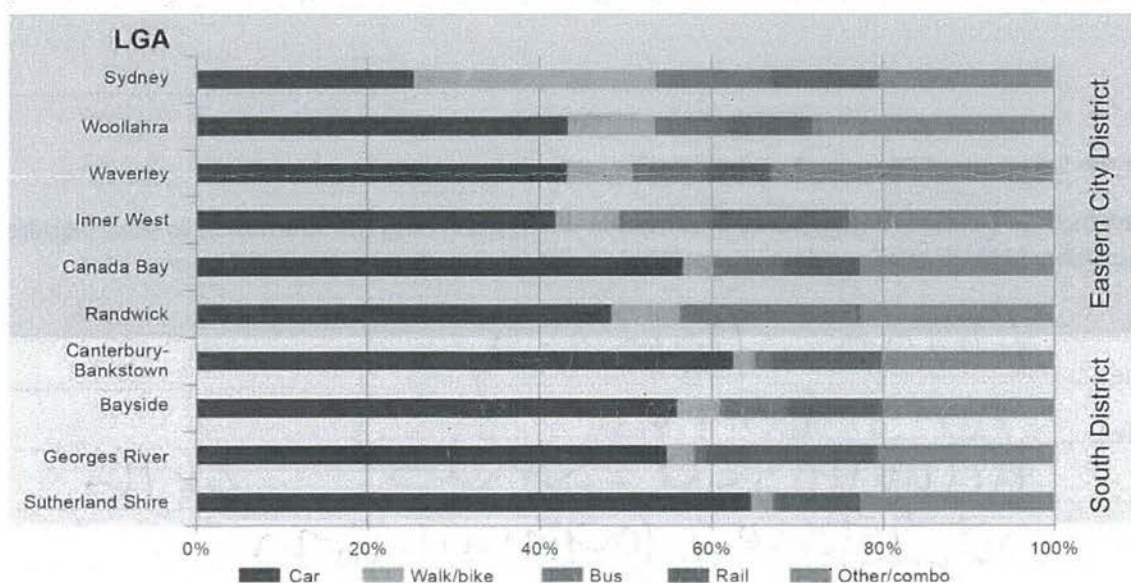


Figure 4-2 Sydney Travel to work data (2016)

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 failure 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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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.

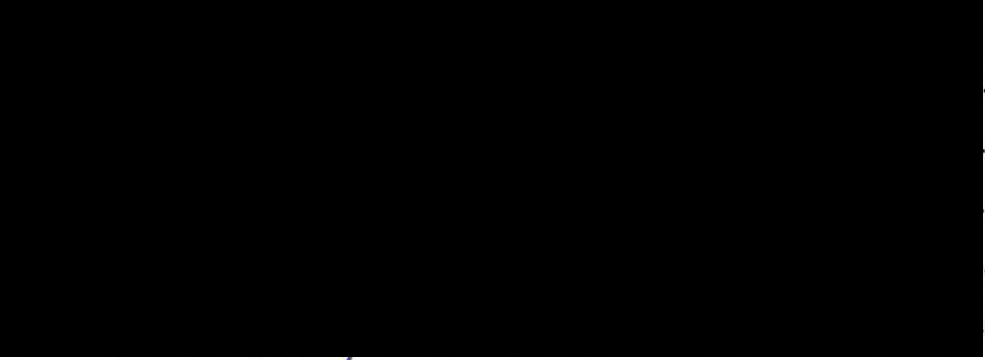
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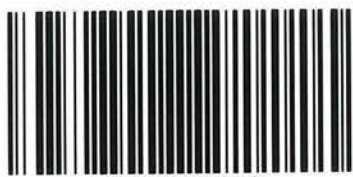
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Signature.....



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PCU077522

DENNIS ALEXANDER

KYLE BAY 2221

14 DECEMBER 2018.

DIRECTOR TRANSPORT ASSESSMENTS
DEPARTMENT OF PLANNING & ENVIRONMENT
GPO BOX 39
SYDNEY 2000

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Department of Planning
Received
19 DEC 2018
Scanning Room

F6 EXTENSION - STAGE 1

SSI - 8931

I support the proposal, but only in principal, being mindful of the need for a by pass of Rockdale shops having been there when a pedestrian was killed by a large truck at a pedestrian crossing approx 7 years ago. Also the need for better vehicular access to Sutherland Shire & the South Coast. I do not support various details & methods in the proposal & wish to object to the various matters & put forward options that are less costly in terms of disruption, environmental impact, property loss & cost to the public.

I have attended two information sessions & viewed the 7 volume EIS set at Rockdale library that was kept in a box behind the Service Counter & unavailable on weekends

My request for further information was originally lost but now responded to leaving no available time to review it as it refers me to sections of the 7 volume set.

My objections are as follows.

OBJECTIONS TO THE PROPOSAL.

1. "DO NOTHING" OPTION

The do nothing option remains unexplored in the EIS.

There are many traffic reducing options available that may, if implemented, make this project & for that matter the West Connex unnecessary.

Some of these directions are -

1.1 Public Transport Enhancement.

To make public transport more viable an option for people who need to travel, so that they are discouraged to use their car especially in the journey to work peak period.

- Intermodal linkage with rail mode stations connecting efficiently with bus, tram bikes cars to connect this transport hub with the hinterland where walk access is exceeded (> 1 km).
- Increased service frequency.
- Increase reliability & safety.
- Reduced travel cost & this is especially relevant for the airport stations. Remove the surcharge & usage will increase with reduction in road traffic.
- The nearby Kogarah station suffers from access, safety & bus linkage problems & the enhancement of this station & the roadway crossings would encourage public usage & reduce traffic recorded in the EIS.

1.2 Rail Corridor Extension

- Bondi Junction to Airport.
- The extension of the rail corridor from Bondi Junction to Charing Cross, Randwick, Prince of Wales, Kingsford, Kensington & connection to the line north of Mascot station would have had major benefits delivered to these areas. It would also reduce traffic that may also be contributing to volumes in the study area. Instead a tramway is being

built with all its environmental & fiscal costs. Its ability to cause traffic congestion is yet to be realized.

- City to North Shore

Connected by only one track each way over the Harbour Bridge the whole network is not only lacking capacity but is vulnerable to stoppages from mechanical failure or track maintenance. The track must be amplified, a second set of tracks added, possibly in a under harbour tunnel. This project would enhance service delivery increase patronage so reducing road traffic including the study area.

1.3. Stamp Duty on the Family Home.

The Stamp Duty charged by the State Government on the purchase of the family home is a large impediment in the mobility of families to move house as their situation changes. Decisions to stay put & travel to places of employment & study that are further away is shaped by the large amount of stamp duty imposed if they move house. This could mean multiple trips to distant places where several jobs & study venues involve the one family. This could add 10-20% to all journey to work data although a study on this phenomenon can not be found.

It is clear that this is a major issue not just to traffic & economic loss of time, fuel & depreciation of assets, but for the personal well being of the community.

It is perhaps an easy fix at Federal level abolish stamp duty on the family home (not investment property) & reinstate stamp duty on share trading that was abolished on 1 July 2001. If this were done it is possible West Connex may have been unnecessary. This initiative would give national benefit not just for the F6

2.0 DO SOMETHING - the proposal.

The proposal has a number of serious flaws that need to be addressed to ease the burden on - all of us.

These include costs, traffic congestion, environmental losses property losses, sporting facility losses etc.

2.1 Traffic Generation & School Zone.

The proposal will discharge & funnel into President Ave. more traffic than is current. Much will go through 5 sets of lights & a school zone & an infringement camera to get onto Rocky Pt Rd.

Either an extension from the Strkes to Rocky Pt Road & portals at some point, although that is more acquisitions required, OR traffic flow improvements to Princes Hwy & removal of the school zone.

To remove the school zone other entries must be developed, & Highway Jontages closed, overhead pedestrian bridge access improved & enclosed within the school grounds.

2.2 Tunnel Excavation & Spoil Removal.

I object to the use of the RNS works depot at 398-400 West Botany St for this project. This is the only depot in Sydney with the exception of the Harbour Bridge Pylon depot for RNS services. It needs to be set aside for future needs.

The site is remote from the proposed tunnel works & requires 650 m additional tunnelling, temporary works & sheds.

This site is near peoples homes & the noise shed is imperfect. I already experienced the one installed for the Cross City Tunnel Corner William St & Bourke St Woolloomooloo. It is still noisy. This one is larger to 5 storeys in height.

I object to the removal of the mature trees on this site.

Do not use this site.

The proposed buildings can be located on the tunnel ventilation site. 427-441 West Botany St. Spoil removal also from this site - containerised methodology 24/7 operation & haulage.

2.3. West Botany St Ventilation Site # 427-441

With efficient project management, innovative techniques, containerisation & 24/7 container haulage this site can achieve project parameters. The Cross City Tunnel utilised vertical transport of spoil into a noise shed. This can happen here with significant cost savings.

Spoil is containerised in a tunnel side line hoisted vertically & directly only trailers with no surface handelling & no transit handelling & no disposal site handelling. Just efficient movement of a container. RMS Engineers need to stop shovelling the spoil several times, making noise & mess. I studied Jim Antill's methods of least work in Civil Engineering Construction. Efficiency needs to prevail - especially here.

The RMS needs to amalgamate all its tunnel control operations at this site - directly over the tunnels where they are at least depth. Consideration to be given to housing equipment & control rooms below grade in an excavated space while the heavy equipment is on site & it is cheap to do.

Unlike 398-400 West Botany St there are no residential uses abutting & with containerisation - perhaps a module like a $2.40 \times 2.40 \times 6.00$ m shipping container with top loading.

Loading & haulage can be 24/7 making use of low traffic conditions in the off peak periods. That also reduces traffic congestion for others.

Tunnel Fire Control measures at this site with direct access to the tunnels - perhaps a lift access to service corridors.

2.4 Adaptive Uses of Acquisition Sites.

It is a disgrace that RMS have left acquisition sites for the ED of Cross City Tunnels as urban wreckage - Not maintained not utilised, simply abandoned. That needs to be addressed. But, we don't want to see the same practice occurring for this project on all the many acquisition sites, & that, on top of the tragedy each one is for the owner forcefully removed from home or business.

The public deserves to be treated better by the RMS.

2.5. Bicentennial Park.

I refer to the land take in the Bicentennial Park for roadway & the loss of playing fields & parkland. The tunnel portal is located at 10m depth from the existing surface. I object to this loss of open space. For the Eastern Distributor a land bridge was created to add to the ^{Domain} park land. Here - the tunnel can simply be extended up to President Ave, portal location; & moulded over to create a hill & perhaps a look out point such as was created at Sydney Park, St Peters. It does not have to be an open roadway waste land - give it back to the people. Perhaps playing fields can be reinstated on terraced areas on the side of the new hill.

2.6. Permanent Power Supply.

This proposal seems crazy. There is 2.15 km of street disruption that can be saved by simply dropping the Cables down a drilled shaft at the crossing point at Bankers.

The cables can then be trucked along the tunnel wall or crown in fire resistant enclosures.

Cost in \$ can also be reduced. Cables can then terminate at the ventilation plant & tunnel control centre.

2.7 F6 Utilisation.

It is F for freeway but a toll will apply & like all of these projects sold to the highest bidder. The toll amount charged will determine the utilisation ratio between users & toll avoiders. With the large number of tollways now in Sydney we are fast approaching a saturation point where motorists will not pay any more & as such the ratio of user to non user (avoider) will drop. Conversely it is beneficial for more vehicles to go F6 & not use the streets - in this case Rockdale shopping strip. The object for me is to take traffic off Princes Hwy. A toll will encourage traffic to use Rockdale shops. But what is the toll amount, what is its escalation formula? Is it in the EIS?

Thank you for your consideration of these matters.

There are no political donations to report

This submission may be published in the assessment documents.

Yours Sincerely.



DPEF6Scanned

From: [REDACTED]
[REDACTED]TITLE Sister
NAME Marie White
[REDACTED]Rockdale NSW 2216
[REDACTED]

SUBMISSION The proposed tollway of the Westconnex Southern Extension will not provide access to the Eastern Distributor. There will be significant impact on our already busy local roads. Would you please extend to us residents the courtesy of a longer period of time to respond to the Environmental Impact Statement? The time you have allowed seems quite inadequate for our study of such a long document.

I WOULD LIKE A RESPONSE PLEASE

Yours sincerely
(Sister) Marie White

[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 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 has 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:

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

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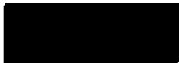
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Matthew Allison

 Oatley NSW 2223, Australia

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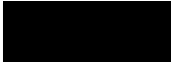
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Janet Dandy-Ward

 St Peters NSW 2044, Australia

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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.

Yours sincerely,

Antony Talone

Rockdale NSW 2216, Australia

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

I object to WestConnex and the F6 Extension for the following reasons:

The public can have **NO CONFIDENCE** that our homes damaged by construction will be repaired.

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".

The 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.

WestConnex (and the current F6 EIS) should never have been 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 has already 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.

Repairing homes damaged by construction is a Department of Planning and Environment Condition of Approval. Despite DPE having a governance role over WestConnex, they have failed in their duty.

They support the RMS tactic of forcing families to fund their own investigations into the cause of damage, but then allow RMS to block the resident from obtaining documents, such as geotechnical, vibration reports and as-built design needed for the case. If the RMS are not at fault for the damage, why the need to hide these documents?

The Department of Planning have failed their own charter "that for State significant projects, conditions of consent may 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. Further, that the DPE compliance team has the power to impose orders and to work with other stakeholders to negotiate a good outcome. Why isn't the DPE exercising this power over WestConnex and the RMS?

The methodology RMS and WestConnex issue home dilapidation reports is totally inadequate and dismissive. 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 it's a conflict of interest that they are also in charge of managing resident damage claims.

The complaints management for property damage is a farce. Residents get a scripted response, usually by a desk-bound community liaison officer **"We have assessed our data, the data has been reviewed by the site manager, the data indicates we are in compliance and we have documented your correspondence"**.

Residents turn to the Department of Planning. They open an investigation, send the contractors some questions, the contractors responded back with **"our data shows we are complying"** therefore we haven't damaged your home. The Department support the contractors claim of 'no-fault'. Case closed.

Damage caused to homes by construction activities, like WestConnex, are not covered by home insurance policies, which leaves vulnerable families exposed to personal financial risk.

NO FAMILY SHOULD BE FORCED TO TAKE ON ANOTHER MORTGAGE TO REPAIR THEIR HOME DAMAGED BY WESTCONNEX DAMAGE.

Given that there is no adequate protection for families facing actual or potential property damage from construction, the F6 Extension must not be approved.

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..... *Deb Seaton*

Address..... *Armadale*

Email.....

Signature.....

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

I object to WestConnex and the F6 Extension for the following reasons:

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.

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.

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.

"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."

Car dependencies on cars add to obesity and other health problems, a cost not included in the cost / benefit analysis for WestConnex.

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, and reduce the traffic volumes coming into the Inner West.

I object to a transport solution 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 the 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 fraction of the schools & day care centres) exposed to dangerous pollution worth the small cost of stack filtration?

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 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..... *Debs Sander*
Address.....  *Sander*
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 situation 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.....

Address.....

Email.....

Signature.....

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 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 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 increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse 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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Email.....
Signature.....

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.

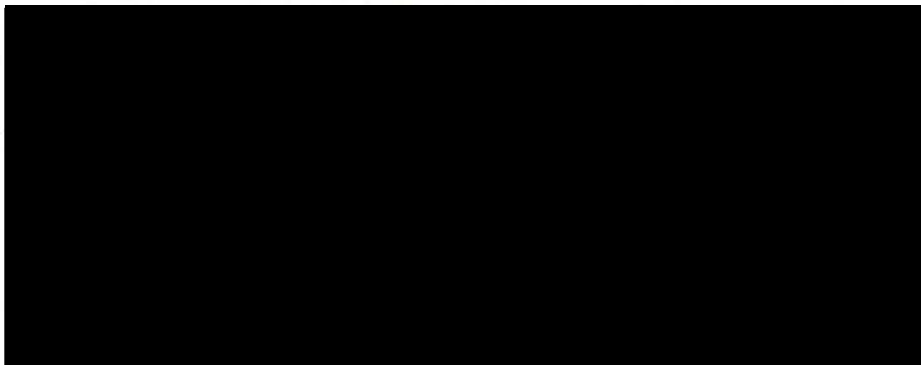
The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk of damage to homes due to settlement (ground movement). There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However, RMS already have a track record 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 failure 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.

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

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I further object:

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

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Name.....
Address.....
.....
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 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 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 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 significant expense to prove that home damage is due to construction. All the while denying access to detailed vibration and geotechnical documents. This is unconscionable conduct and a breach of duty of care by both RMS and the Department 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.....
Address.....
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Email.....
Signature.....

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.

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

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Name.....

Address.....

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Email.....

Signature.....

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 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, 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:

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

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 Department of Planning and Environment
 Application number SSI 17_8931
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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 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 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 increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse 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.

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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

I object to the F6 Extension for the following reasons:

I object to the WestConnex – 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?

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.

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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 addition, no credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse 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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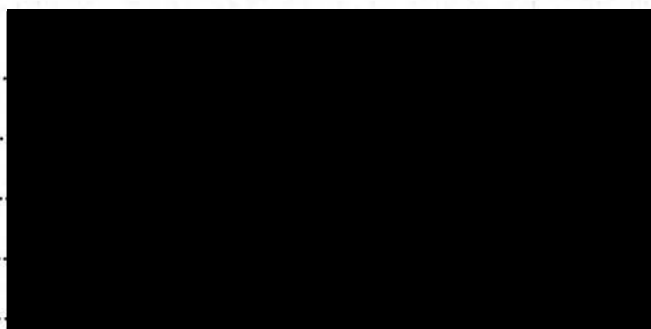
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Attention Director
 Infrastructure Projects, Planning Services
 Department of Planning and Environment
 Application number SSI 17_8931
 GPO Box 39 Sydney NSW 2001

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 situation 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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 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.

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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.

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Infrastructure Projects, Planning Services
 Department of Planning and Environment
 Application number SSI 17_8931
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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

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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.
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 Application number SSI 17_8931
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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.

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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.

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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:

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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:

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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".

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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.

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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.
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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.

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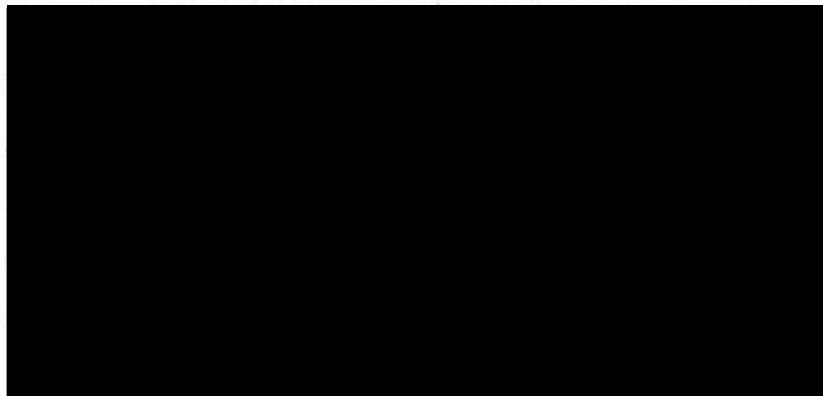
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I further object:

That as The Federal government has a high population growth target, this has resulted in higher population density. High population density CANNOT depend on the private vehicle for transportation. More money NEEDS to be spent on public transport

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

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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 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 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 increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.
I STRONGLY OBJECT I further object: ^{to} traffic congestion - more unhearing & car users. We need more public transport and cycleway, plus walkways. It is the best alternative solution - Sydney can't ^{can't} build more ^{rail} ^{trails} ^{to} ^{legal} ^{rail} ^{is} ^{the} ^{practical} ^{way} ^{to} ^{handle} ^{cars}	

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. ^{handle}

Name.....

Address..

.....

Email.....

Signature

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..

Address

.....

Email...

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.

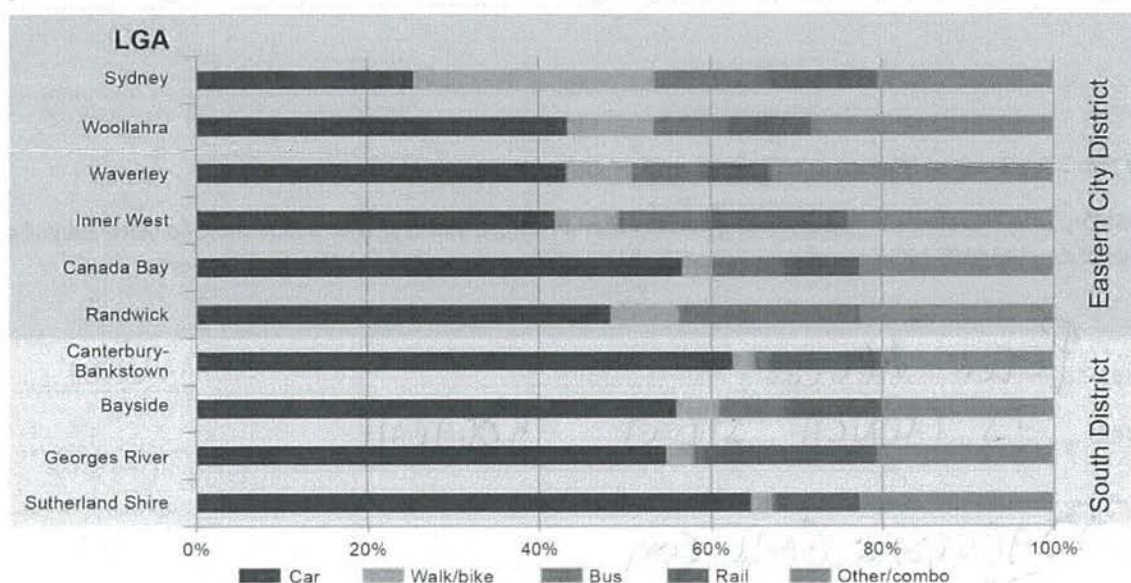


Figure 4-2 Sydney Travel to work data (2016)

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

Signatur

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:

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.

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..... Lana Lazar
Address..... [REDACTED] Lilyfield 2040
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 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, 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.

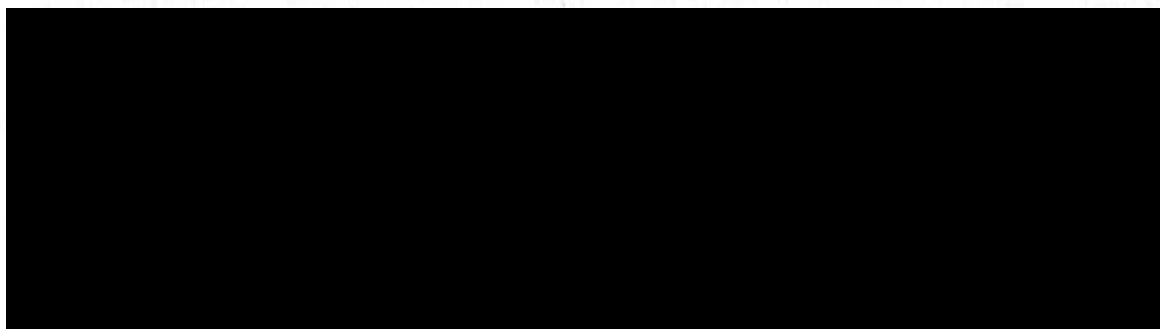
We need adaptable, innovative and an affordable holistic transport model of multiple modes. With 35% of Sydney's real estate already devoted to roads and parking, it's now time to turn our attention to improving public transport. I object to the F6 toll road as it perpetuates car dependence and is the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

I further object:

The impact is too great to even contemplate the logic of how this ever came into discussion. Why weren't the locals, local councils & EIS consulted on this before it got to this stage

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.



PLEASE DELETE MY PERSONAL INFORMATION



11 December 2018

Director – Infrastructure Projects
Department of Planning and Environment
Application number SSI_8931
GPO Box 39
Sydney NSW 2001

Dear Sir or Madam,

As a member of the general public, a resident and ratepayer I am writing to express my concerns and those of others I have spoken to regarding the F6 proposal.

Why does this project appear to the public to be being rushed through, especially so close to Christmas? It is my belief the government is playing on the fact that the majority of everyday residents and ratepayers have so much to contend with these days with very busy lives and their own family and work commitments that they don't have time to stand up for themselves? To have the time to absorb all the details of what is being proposed and the impact on their lives and properties is taking advantage of people and the abundance of facts and figures only leads to confusion. Keeping things simple would go a long way.

My concerns are:

- The proposed F6 is a road going nowhere and will only cause another bottleneck for drivers to contend with.
- The roadway will only add to the enormous amount of traffic already on General Holmes Drive, the Princes Highway, O'Connell Street and surrounding streets.
- Residents will be exposed to the inconvenience, noise, pollution and stress that such a project will cause and just how long will it ACTUALLY take to complete.
- I believe the benefits are being overstated and the cost and disruption will not justify same.
- Am concerned this project will be the same as so many currently underway and that are still not completed. All these unfinished projects are just causing stress and chaos to the general public.
- As already mentioned this will only cause a bottleneck and increased traffic so, what is to follow because this is not the answer to the problem?

- With all the massive development being approved, this naturally means more and more residents and so more and more cars. By the time some of our freeways have been completed they are already unable to cope with the volume of traffic indicating there has been no foresight involved in the planning and execution of these projects. Consequently even more expense is involved in having to then widen the roadway. Total waste of taxpayers money and more inconvenience again for the long suffering drivers. Do it once and do it right makes sense to me.
- Believe the cost would be better used in providing greatly improved public transport, an area that has been neglected for many, many years and this MUST include transit parking. If travelling by public transport is made user friendly people would utilise this option. If other countries have the ability to provide fast and efficient public transport why can't we?

These comments represent my views and those of many other members of the general public with whom I have discussed this proposal.



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.

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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.

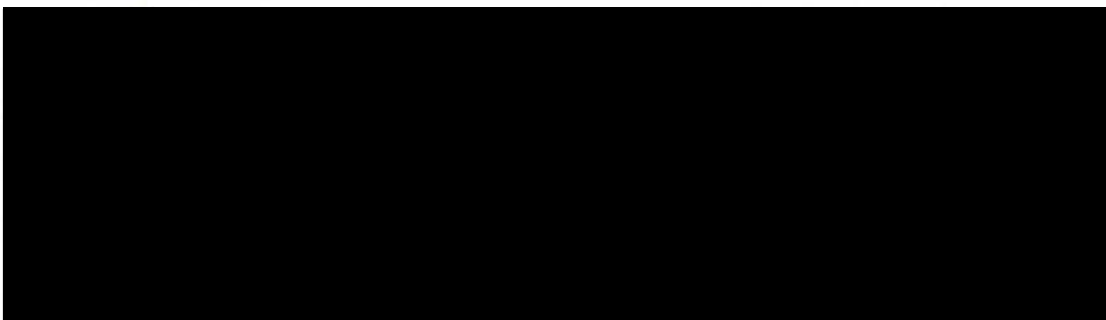
I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. Building and expanding motorways increases air pollution, 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 strongly oppose to F6.

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.



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 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.

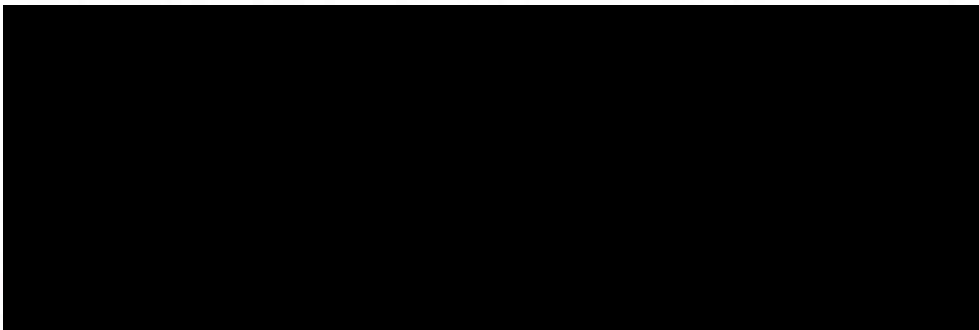
I further object:

I Strongly object to this

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.



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

I object to WestConnex and the F6 Extension for the following reasons:

The public can have **NO CONFIDENCE** that our homes damaged by construction will be repaired.

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".

The 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.

WestConnex (and the current F6 EIS) should never have been 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 has already 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.

Repairing homes damaged by construction is a Department of Planning and Environment Condition of Approval. Despite DPE having a governance role over WestConnex, they have failed in their duty.

They support the RMS tactic of forcing families to fund their own investigations into the cause of damage, but then allow RMS to block the resident from obtaining documents, such as geotechnical, vibration reports and as-built design needed for the case. If the RMS are not at fault for the damage, why the need to hide these documents?

The Department of Planning have failed their own charter "that for State significant projects, conditions of consent may 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. Further, that the DPE compliance team has the power to impose orders and to work with other stakeholders to negotiate a good outcome. Why isn't the DPE exercising this power over WestConnex and the RMS?

The methodology RMS and WestConnex issue home dilapidation reports is totally inadequate and dismissive. 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 it's a conflict of interest that they are also in charge of managing resident damage claims.

The complaints management for property damage is a farce. Residents get a scripted response, usually by a desk-bound community liaison officer **"We have assessed our data, the data has been reviewed by the site manager, the data indicates we are in compliance and we have documented your correspondence"**.

Residents turn to the Department of Planning. They open an investigation, send the contractors some questions, the contractors responded back with **"our data shows we are complying"** therefore we haven't damaged your home. The Department support the contractors claim of 'no-fault'. Case closed.

Damage caused to homes by construction activities, like WestConnex, are not covered by home insurance policies, which leaves vulnerable families exposed to personal financial risk.

NO FAMILY SHOULD BE FORCED TO TAKE ON ANOTHER MORTGAGE TO REPAIR THEIR HOME DAMAGED BY WESTCONNEX DAMAGE.

Given that there is no adequate protection for families facing actual or potential property damage from construction, the F6 Extension must not be approved.

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..... Jim McIlroy

Address..... [REDACTED] Chippendale

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.

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.

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.

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.

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.....

Address.....

Email.....

Signature.....

From: Dugald McCulloch <campaigns@good.do>
Sent: Wednesday, 28 November 2018 7:51 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to F6 Extension Stage 1 New M5 Arncliffe to President Avenue, project number SSI 17_8931

Follow Up Flag: Follow up
Flag Status: Flagged

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe 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,

Silvana Mcc

266 Bay St, Brighton-Le-Sands NSW 2216, Australia

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

Please reply to Dugald McCulloch at Dooges@gmail.com.

To learn more about Do Gooder visit www.dogooder.co

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

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 situation 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 valuable 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.

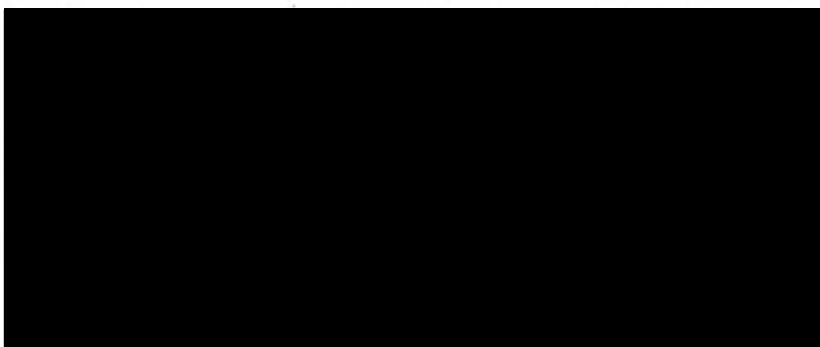
I further object:

Resident of Sans Souci. I will
affect traffic conditions in all
surrounding areas.

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.



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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

I STRONGLY OBJECT

First name only . . .
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

Name.....

Address.....

.....

Email.....

Signature.....

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 for the following reasons:

I object to the WestConnex – 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?

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 which 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:

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.....

Email.....

Signature.....

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 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, 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.

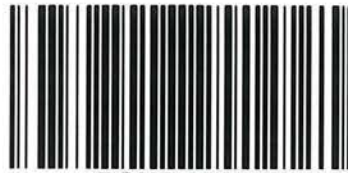
We need adaptable, innovative and an affordable holistic transport model of multiple modes. With 35% of Sydney's real estate already devoted to roads and parking, it's now time to turn our attention to improving public transport. I object to the F6 toll road as it perpetuates car dependence and is the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

I further object:

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.....
.....
Email.....
Signature.....



PCU077415

Attn: Director
 Director Transport Assessments
 Department of Planning and Environment
 Application Number SSI 17_8931
 GPO Box 39 Sydney NSW 2001

Department of Planning
 Received
 7 DEC 2018
 Scanning Room

Re: F6 Extension Stage 1 New M5 Arncliffe 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.

- 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,

Name:

Address:

Email:

Signature:

BRIAN GILMOUR

Declaration: I have not made any 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

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 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, 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?

A 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.

A 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:

- To the loss of the wetlands and the direct environmental impact, loss of trees, animals.
- Very concerned about the air quality and locations of the air stacks (Tunnel exhaust stacks) - how it will affect us living so close to these areas.

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.....
.....

Email.....

Signature.....

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:

- To the loss of the wetlands, native animals, all plants + trees, reptiles + environmental impact
- very concerned + object to unfiltered exhaust stacks, ~~as~~ over time ~~it will~~ it is a serious health risk to residents and children
- Dust, noise, loss of homes, land + lack of thought going into this project! very short-sighted.

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.....

.....

Email.....

Signature.....

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:

- the loss of the wetlands and parts of the National park - environmental impact; loss of wild life.
- very concerned about the air quality due to (pollution) the tunnel exhaust stacks, how its going to affect the health of the residents + its locations
- loss of homes, ~~lack~~^{loss} of views of wetlands; loss of native trees, animals + plants

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.....

Email.....

Signature.....

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 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 strongly object.

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

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obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

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I further object:

I STRONGLY OBJECT TO THE F6, BEING
PLACED IN OUR AREA. I HAVE LIVED
IN THE MOORFIELD FOR 59YRS. AND I AM
DISCUSTED WITH YOUR PLANS.

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

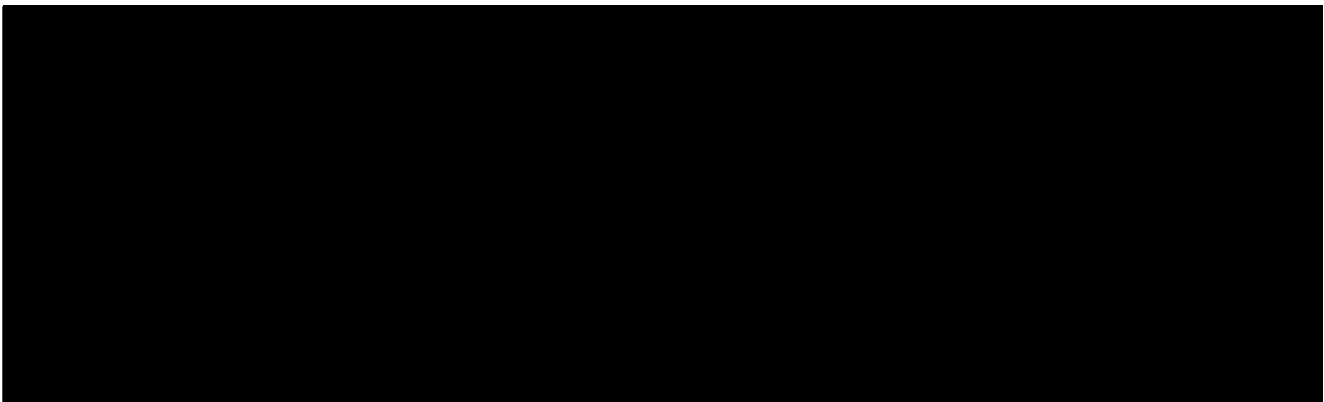
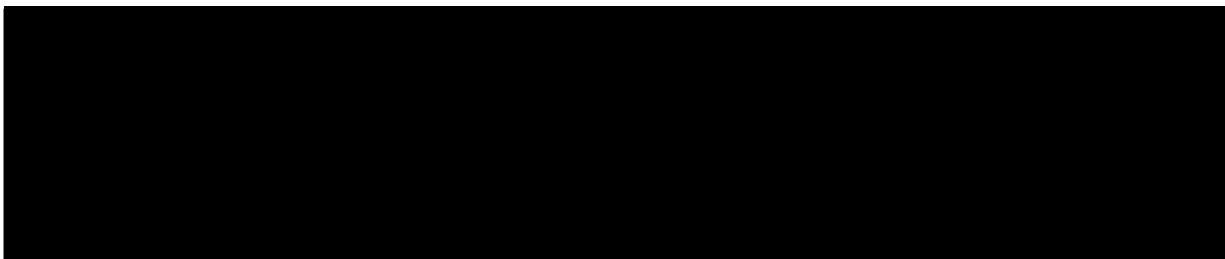
Please ~~include~~ / exclude my personal information when publishing this submission to your website Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Name.....

Address.....

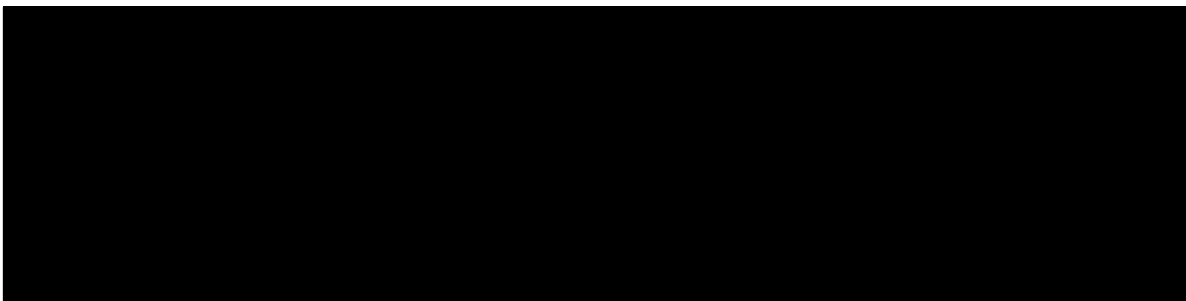
Email.....

Signature.....



Beverley Park, NSW
2217

Content:
See Below



R V & G E Jones


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.

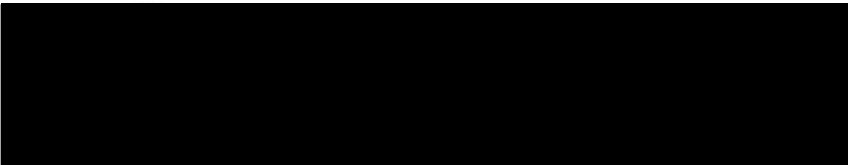
At present most motorists travelling from the southern suburbs to the western areas including Parramatta, Blacktown and beyond, in most cases use many other routes such as New Illawarra Rd/Menai Road/Alfords Point Bridge (A6) or onto the M5/M7 otherwise King Georges Road(A3)/Centenary Drive, to access 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.

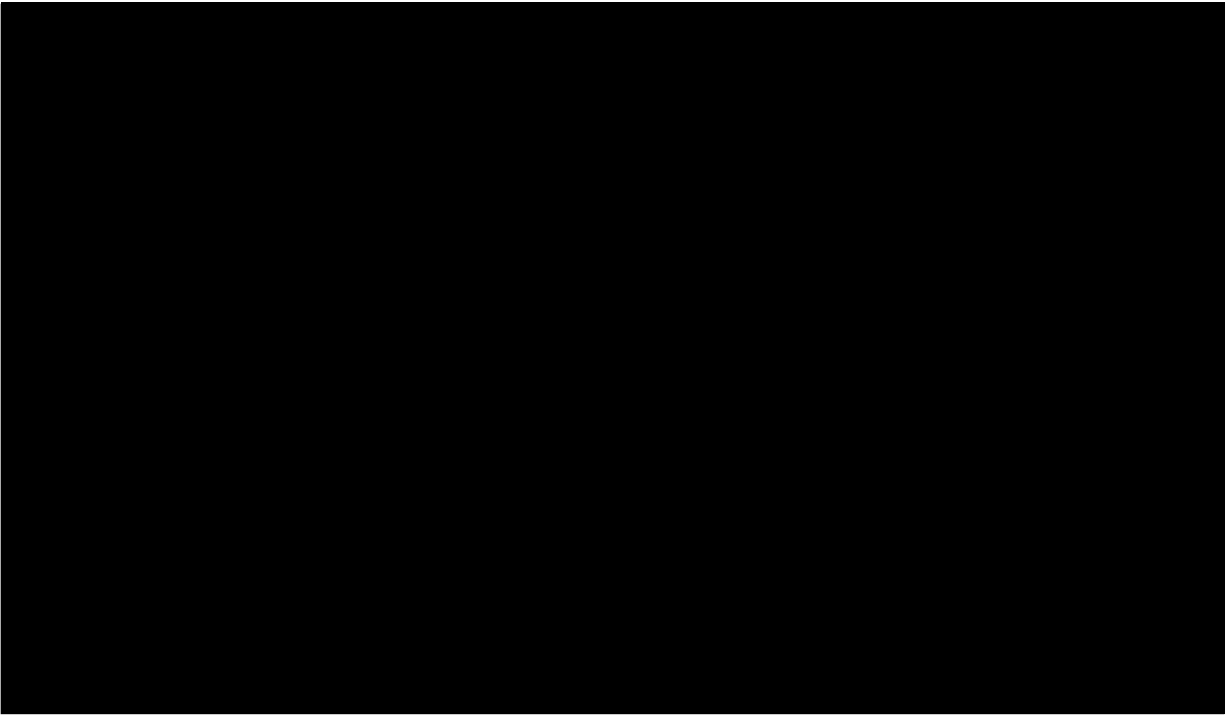
My solution is to re-direct the twin tunnels at the northern end onto the Eastern Distributor and continue the F6 to the National Park as it was originally intended since the 1960's. To build the F6 in stages like this will result in it taking many, many years, possibly decades, to come to fruition. **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.



Declaration: We have not made any reportable political Donations within the previous two years.



Name: Polyxeni Gouramanis

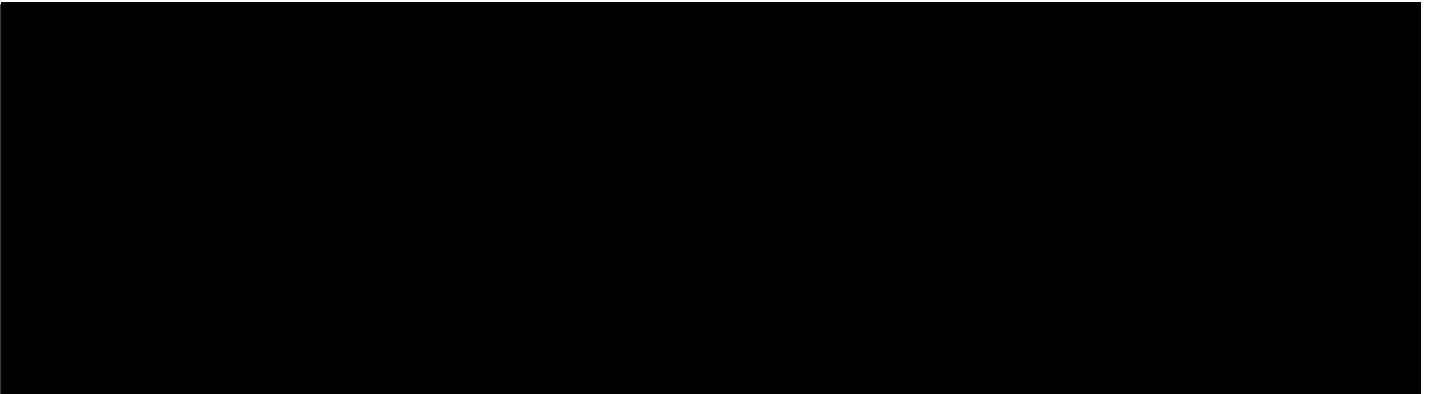


Address:



Rockdale, NSW
2216

Content:
Please see attached PDF submission



To whom it may concern,

As a business / residential stakeholder in the Rockdale/Brighton Le Sands area, I am writing to express my support for the submission made by Hayley Huseyin (dated 14/12/18) requesting that the Minister's Conditions of Approval for proposed F6 Extension project include requirements to:

- Reinforce east-west pedestrian and active transport connectivity between the communities of Rockdale and Brighton Le Sands
- Mitigate deterioration of already unacceptable crash statistics on Bay Street (as cited in chapter 8 of the EIS).

Specifically, I support the initiatives for:

- A new east-west shared user path and street-scape improvements along Bay Street, connecting Rockdale station and Rockdale retail precinct with the Brighton Le sands precinct and foreshore amenities.
- A reduction in speed limit from 60km/hr to 50km/hr along the 1.5km section of Bay Street between the Princess Highway and the existing 40km/hr zone at Crawford road.

Name:

POLYXENI GOVRANAKIS

Address of business or residence:

Rockdale

Email Address:

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

I object to WestConnex and the F6 Extension for the following reasons:

The public can have **NO CONFIDENCE** that our homes damaged by construction will be repaired.

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".

The 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.

WestConnex (and the current F6 EIS) should never have been 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 has already 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.

Repairing homes damaged by construction is a Department of Planning and Environment Condition of Approval. Despite DPE having a governance role over WestConnex, they have failed in their duty.

They support the RMS tactic of forcing families to fund their own investigations into the cause of damage, but then allow RMS to block the resident from obtaining documents, such as geotechnical, vibration reports and as-built design needed for the case. If the RMS are not at fault for the damage, why the need to hide these documents?

The Department of Planning have failed their own charter "that for State significant projects, conditions of consent may 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. Further, that the DPE compliance team has the power to impose orders and to work with other stakeholders to negotiate a good outcome. Why isn't the DPE exercising this power over WestConnex and the RMS?

The methodology RMS and WestConnex issue home dilapidation reports is totally inadequate and dismissive. 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 it's a conflict of interest that they are also in charge of managing resident damage claims.

The complaints management for property damage is a farce. Residents get a scripted response, usually by a desk-bound community liaison officer **"We have assessed our data, the data has been reviewed by the site manager, the data indicates we are in compliance and we have documented your correspondence"**.

Residents turn to the Department of Planning. They open an investigation, send the contractors some questions, the contractors responded back with **"our data shows we are complying"** therefore we haven't damaged your home. The Department support the contractors claim of 'no-fault'. Case closed.

Damage caused to homes by construction activities, like WestConnex, are not covered by home insurance policies, which leaves vulnerable families exposed to personal financial risk.

NO FAMILY SHOULD BE FORCED TO TAKE ON ANOTHER MORTGAGE TO REPAIR THEIR HOME DAMAGED BY WESTCONNEX DAMAGE.

Given that there is no adequate protection for families facing actual or potential property damage from construction, the F6 Extension must not be approved.

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..... Gregor Macfie

Address..... 

Email.....

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.

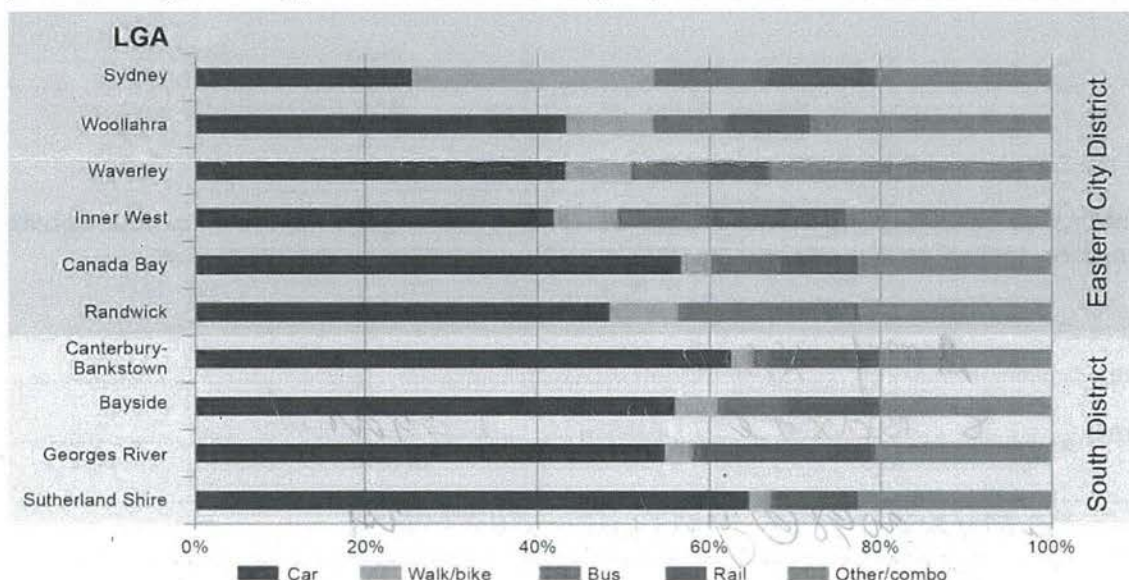


Figure 4-2 Sydney Travel to work data (2016)

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.

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Name.....

Address.....

Email.....

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 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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Name.....

Address.....

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Email.....

Signature.....

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 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, 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.

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 Application number SSI 17_8931
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I object to the F6 Extension for the following reasons:

I object to the WestConnex – 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?

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:

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

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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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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.

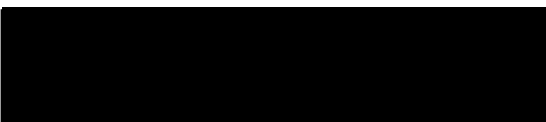
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Yours sincerely,

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[REDACTED]

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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.

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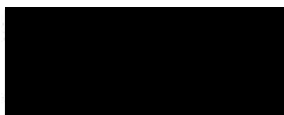
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Infrastructure Projects, Planning Services,
 Department of Planning and Environment
 Application number SSI 17_8931
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My reasons for objection to the F6 Extension:

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 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 St Peters primary, Arncliffe primary, St. Francis Xavier Catholic primary and many other schools and day care centres exposed to

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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 increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse 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.

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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.....

Address.....

Email.....

Signature..

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

I object to WestConnex and the F6 Extension for the following reasons:

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.

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.

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.

"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."

Car dependencies on cars add to obesity and other health problems, a cost not included in the cost / benefit analysis for WestConnex.

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, and reduce the traffic volumes coming into the Inner West.

I object to a transport solution 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 the 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 fraction of the schools & day care centres) exposed to dangerous pollution worth the small cost of stack filtration?

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 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 Ava Larsen

Stanmore, NSW, 2048

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.....

Address.....

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Email.....

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:

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 addition, no credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse 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.

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.

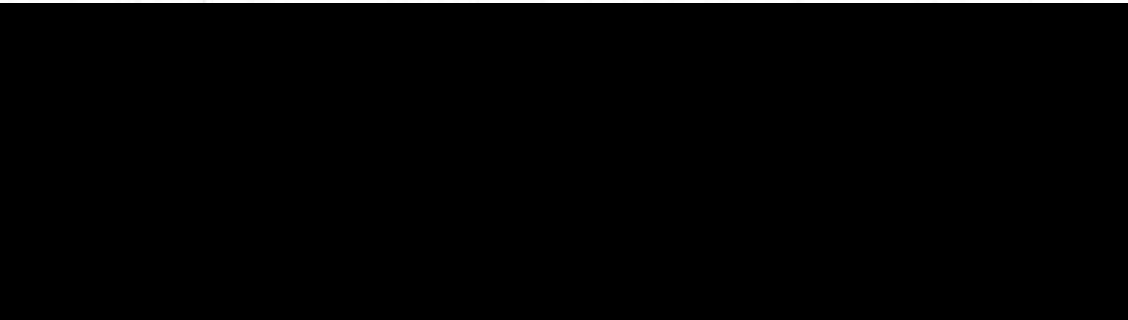
Name.....

Address.....

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Email.....

Signature.....



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 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, 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:

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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Email.....

Signature.....

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.

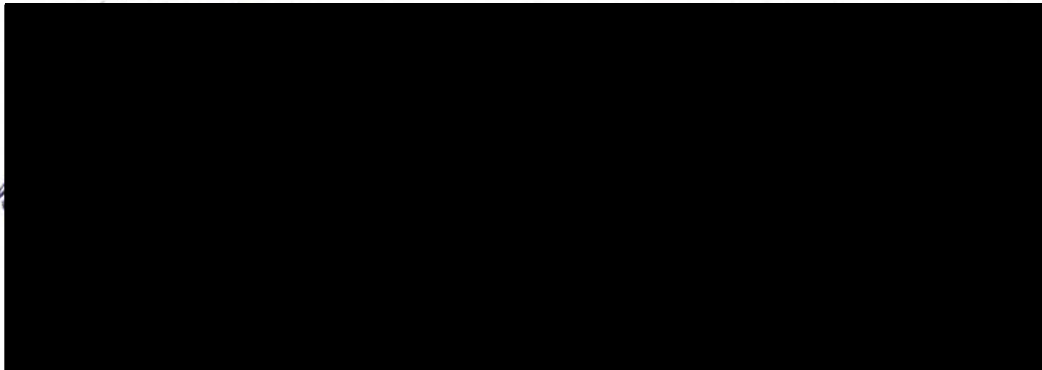
I object that unfiltered exhaust stacks are located in our residential areas within close proximity of school children. Common and best practice in developed countries is to install filtration systems in urban tunnels. I object to the false reassurances by the project team using engineering jargon and 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.



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Title	Ms
First Name	Eva
Last Name	Puckeridge
Phone	
Email	
Street Address	
Suburb	Monterey
State	nsw
Postcode	2217
Subject	Westconnex Southern Extension
Type of Enquiry	comment
Message	Dear Mr Roberts. I would like to express my opinion that 35 days is inadequate to comprehend what will occur with the WSE in my local area. I have very real concerns about the traffic congestion in my local streets and therefore the consequence and quality of life
Attachments	
I would like a response	No
I would like to receive regular updates from the NSW Government	No



Title	Mr
First Name	CHRISTOPHER
Last Name	BAILEY
Phone	
Email	
Street Address	
Suburb	RAMSGATE BEACH
State	nsw
Postcode	2217
Subject	Westconnex Southern Ext
Type of Enquiry	comment
Message	35 days is not long enough to respond to the 4500 page Environmental Impact Statement. Longer time is required.
Attachments	
I would like a response	Yes
I would like to receive regular updates from the NSW Government	No



Title	Mr
First Name	Robert
Last Name	Gilleland
Phone	[REDACTED]
Email	[REDACTED]
Street Address	[REDACTED]
Suburb	KOGARAH
State	nsw
Postcode	2217
Subject	Westconnex Southern Extension Environmental Impact Statement
Type of Enquiry	comment
Message	Please note my residential address above. I am a long time Kogarah resident having been born at St George Hospital September 1940. I am aware the local residents and groups have been given, by your government JUST 35 days to respond to the impact statement aforementioned. This is plainly outrageous and Trumpian in scope. The residents surely should be given much more respect and decency by you and the government to study the said statement. I strongly OBJECT to this unfair and unwarranted Trumpian rush. I wish you to note my strong objection.
Attachments	
I would like a response	Yes
I would like to receive regular updates from the NSW Government	No



Title	Mr
First Name	Robert
Last Name	Mackenzie
Phone	
Email	
Street Address	
Suburb	ROKDALE
State	nsw
Postcode	2216
Subject	westconnex southern extension environmental impact statement
Type of Enquiry	comment
Message	I request that the New South Wales Government extend the time period for submissions from 35 days to the time period usually granted in similar cases to 60 days or more. Thankyou
Attachments	
I would like a response	Yes
I would like to receive regular updates from the NSW Government	No



Title	Mrs
First Name	Joy
Last Name	Pallis
Phone	
Email	
Street Address	
Suburb	
State	nsw
Postcode	
Subject	Westconnex Southern Extension
Type of Enquiry	comment
Message	I note the environmental impact statement for the Westconnex has been released. This document is 4500 pages long and cannot be reviewed within the 35 day timeframe allocated by your office. It is insulting that such a short time frame has been given to the public to provide comment, hence request that this be extended. A more reasonable timeframe would be 60 - 90 days. Please grant this extension to allow those affected to provide meaningful comment.
Attachments	
I would like a response	Yes
I would like to receive regular updates from the NSW Government	No

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 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.

Trying to get into my driveway at present is extremely difficult with existing traffic and would be almost suicidal with the proposed increase in traffic.

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 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 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 led 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 signature]

[Redacted name]

[Redacted content]