

Director of Transport Assessments
Planning and Assessment
Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

28 February 2023

SSI-22004371

OBJECTION
GREAT WESTERN HIGHWAY BLACKHEATH TO LITTLE HARTLEY
ENVIRONMENTAL IMPACT STATEMENT

Dear Sir/Madam

The EIS is one more example of what amounts to a failed attempt at a sleight-of-hand trick; apparently setting out to deflect the gaze towards the so-called benefits for Blackheath and Mount Victoria, whilst simultaneously mutilating Medlow Bath and the Hartley Valley.

None of this should detract from the literal mutilation of human lives made increasingly probable, for example, around the junction of the GWH and Blaxland Road, Wentworth Falls where the propensity for accidents is already widely recognised in the community without the addition of 36 metre B-Doubles into the equation.

The EIS:

1/ Has failed to address itself to the *actual* design of the proposed construction, instead basing itself on a historical document that bears only passing relevance to future plans.

2/ Has failed to address the adverse impact on the lives of practically everyone who lives between Lithgow and Penrith with the possible exception of 1/ Blackheath and Mount Victoria residents if they do not leave their village, and 2/ truck drivers.

3/ Has failed to prove itself to be an 'environmentally led design'. Once again, this comes with the possible exception of Blackheath and Mount Victoria. This is a further example of the attempted sleight-of-hand.

4/ Has failed to address the likelihood of construction of the tunnel occurring simultaneously to major construction works of the GWH Upgrade and has, therefore, not accounted for the compounding of impacts. The impact of construction works are *already* understated under the notion of sequential timelines.

5/ HAS FAILED TO RESOLVE OR INFER ANY REASONABLE HOPE IN RELATION TO THE MYRIAD APPALLING ENVIRONMENTAL IMPACTS THAT IT CLEARLY INDICATES WILL OCCUR.

Kind Regards



Stuart Stawman

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