

7 Consultation

This chapter provides an overview of the consultation activities undertaken before and during the preparation of this environmental impact statement (EIS), and outlines the activities planned for the public exhibition and construction stages of the New M5 (the project).

Table 7-1 outlines the Secretary's Environmental Assessment Requirements (SEARs) as they relate to consultation with government, relevant stakeholders and community groups, and identifies where these have been addressed in this EIS.

Table 7-1 SEARs – Consultation

SEARs	Where addressed
During the preparation of the Environmental Impact Statement, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.	Details of consultation activities carried out and information provided to stakeholders during preparation of the EIS are provided throughout this chapter. The chapter summarises the broad range of engagement and consultation activities undertaken with the relevant local, State and Commonwealth Government authorities, service providers, community groups and affected landowners.
<p>In particular you must consult with local, State and Commonwealth government authorities, including the:</p> <ul style="list-style-type: none"> • Environment Protection Authority. • Office of Environment and Heritage (including Heritage Division). • The Heritage Council of NSW. • Department of Primary Industries. • NSW Office of Water. • NSW Health (including Local Health Districts). • Roads and Maritime Services. • Transport for NSW. • UrbanGrowth NSW. • Sydney Water. • Canterbury City Council. • Hurstville City Council. • Rockdale City Council. • Marrickville Council. • City of Botany Bay Council. • City of Sydney. • Civil Aviation Safety Authority. • Air Services Australia. 	<p>Consultation with government authorities is described in Section 7.3.2.</p> <p>Issues raised by government agencies are identified in Table 7-11 and issues raised by local councils are identified in Table 7-12.</p>
<ul style="list-style-type: none"> • Specialist interest groups, including Local Aboriginal Land Councils, Aboriginal stakeholders, and pedestrian and bicycle user groups. 	<p>Consultation with Aboriginal stakeholders is described in Section 7.3.3. Further details are provided in Chapter 23 (Aboriginal heritage) and the Technical working paper: Aboriginal heritage (Appendix V).</p> <p>Consultation with pedestrian and bicycle user groups is described in Section 7.3.2 and issues raised through this consultation are identified in Table 7-13.</p>
<ul style="list-style-type: none"> • Utilities and service providers; and 	Consultation with utilities and service providers and issues raised is described in Table 7-10 .

SEARs	Where addressed
<ul style="list-style-type: none"> The public, including community groups and adjoining and affected landowners. 	<p>Consultation with the public, including community groups and adjoining and affected landowners is described in Section 7.3.</p> <p>Community feedback is identified in Table 7-13.</p>
<p>The Environmental Impact Statement must describe the consultation process and the issues raised, and identify where the design of the proposal has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation must be provided.</p>	<p>The consultation process is outlined in Section 7.3</p> <p>Section 7.4 outlines the feedback and issues raised by government agencies, local councils and the community and provides a response to these issues raised.</p> <p>Section 7.5 also provides a summary of design considerations and responses to issues and requests made.</p>

7.1 Community and stakeholder engagement overview

Consultation on the project began as part of early consultation on the wider WestConnex program of works during the development of the *WestConnex Strategic Environmental Review* (Sydney Motorways Project Office, 2013b) and the *WestConnex Business Case* (Sydney Motorways Project Office 2013a), which were published in September 2013.

The State significant infrastructure application for the project was lodged with the Department of Planning and Environment (DP&E) on 4 November 2014, which marked the start of more detailed, project-specific consultation with the community and stakeholders.

Consultation has been ongoing during the development of the project with a number of key consultation periods aligning with major project milestones as detailed in **Figure 7-1**.

A detailed stakeholder analysis was undertaken to inform the communication and engagement strategy for the project. Stakeholders were categorised into the following groups:

- Government – including local, State and Commonwealth representatives and officers
- Local Aboriginal stakeholders
- Interest groups – including industry, business, community groups, pedestrian and bicycle user groups
- Residents and businesses along the project corridor
- Utilities and service providers – including water, gas, electricity and telecommunications
- The broader community – including potential future users of the project.

The stakeholder groups have been provided with project-specific information and opportunities to raise questions and provide suggestions and feedback.

Feedback received during early consultation, following the announcement of the project and during the preparation of the EIS was provided to three shortlisted consortia selected to tender for the design and construction of the project. This feedback was considered during interactive sessions to ensure it was taken into account in the project design.

Section 7.4.1, **Section 7.4.2** and **Section 7.4.3** outline the issues raised by government agencies, local councils and the community and identify where these issues have been addressed in the EIS.

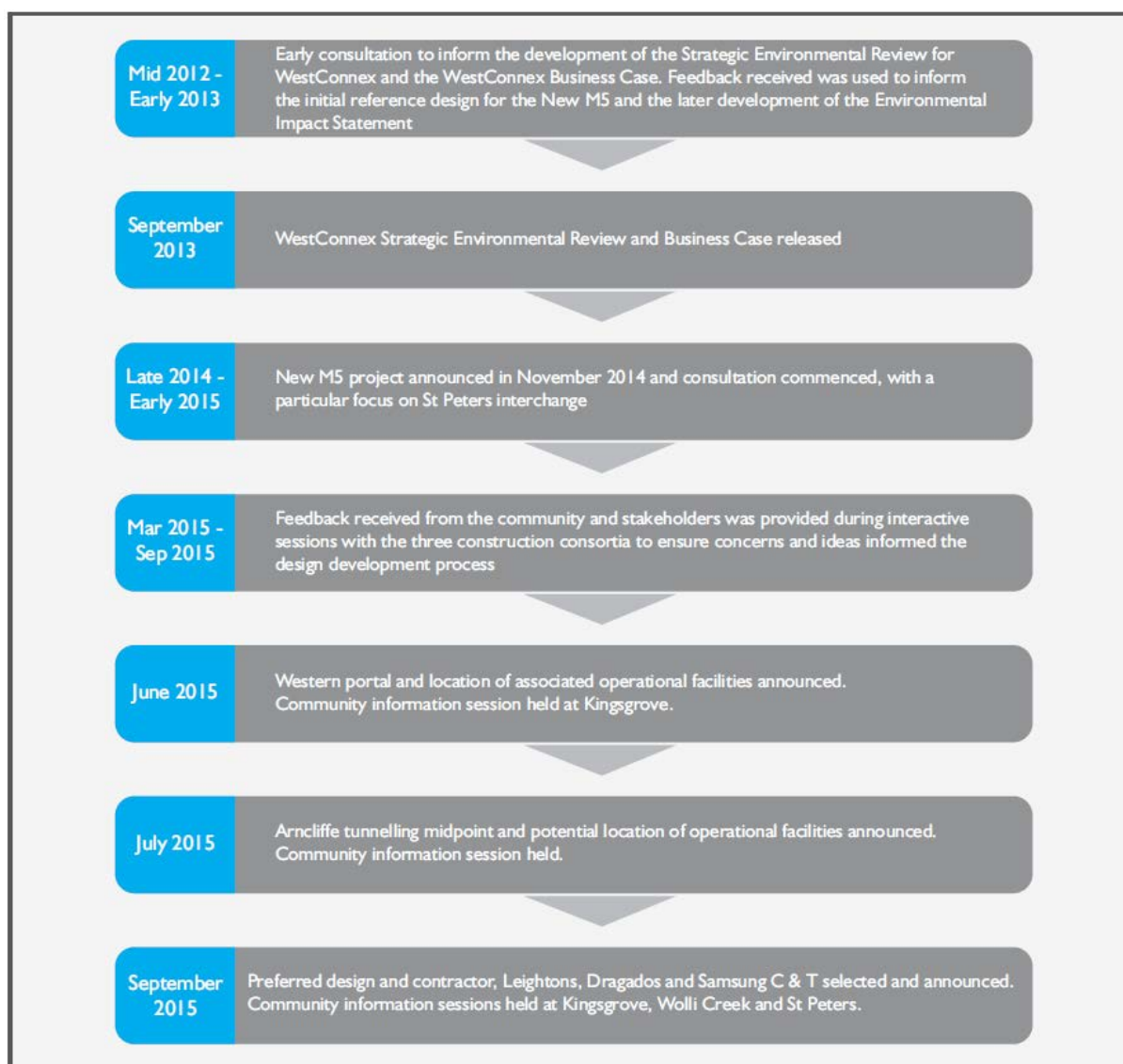


Figure 7-1 Overview of historical consultation for the New M5

7.1.1 Contact summary

More than 44,650 individuals have been contacted during the development of the WestConnex program of works, including the project. **Table 7-2** provides an overview of the number and type of contacts that have been made.

Table 7-2 Summary of contacts made during the preparation of the EIS

Method of contact	Number of contacts
WestConnex information telephone line	Over 6600 ¹
Email	Over 3100 ¹
Face to face discussions during community information sessions for the New M5	Over 600
Attendance at the New M5 community forum (23 February 2015)	Over 900
Properties door knocked for the New M5	Over 450
Visits to WestConnex kiosks	Over 33,000 ²
Total contacts made	Over 44,650

Note: 1 Relates to contacts made in relation to the wider WestConnex program of works including the project between September 2013 and October 2015

Note: 2 Includes visits to all kiosks across the wider WestConnex program of works

7.1.2 Communication and engagement channels

In September 2013, a range of permanent channels were established to seek input from stakeholders and communities and support engagement on an ongoing basis. These channels include:

- A website (www.westconnex.com.au) (the WestConnex website) with background information, maps, videos, customer surveys and details for how to provide feedback
- A centralised WestConnex information telephone line (1300 660 248) for feedback, enquiries and complaints
- A project email address (info@westconnex.com.au) to notify registered stakeholders, solicit comments and respond to community feedback
- A postal address (WestConnex Delivery Authority Locked Bag 928 North Sydney 2059) to contact key stakeholders and receive feedback
- A project-specific subscription service – allowing interested parties to sign up and receive regular email updates. People can register for this service at information sessions, using the above methods, or by signing up online.

Written communication materials produced in support of the project have included information on translation services available. More information on the project engagement tools used during the project development is provided in **Table 7-7**.

7.2 Consultation objectives

The objectives of the community and stakeholder consultation program for the project have been to:

- Ensure an open, accountable and transparent community involvement process
- Increase community and stakeholder awareness of the need for the project
- Increase community and stakeholder awareness of the project development, environmental assessment process and opportunities for participation
- Provide accessible information on the project and ensure appropriate consultation tools are used, taking into account demographics such as language, literacy and access to the internet
- Engage early with property owners regarding the potential need for property acquisition for the development of the project
- Ensure the views of the community are taken into account during preparation of the EIS and project design
- Provide timely responses to the community and other stakeholders in relation to environmental assessment outcomes
- Ensure community concerns regarding environmental and community impacts are considered and addressed where possible.

7.3 Consultation process and activities

The communication and consultation activities undertaken and proposed during the development of the project including:

- Early consultation activities undertaken for the wider WestConnex program of works, prior to the announcement of the project (**Section 7.3.1**)
- Consultation activities undertaken following the announcement of the project in November 2014, during the preparation of the EIS and selection of the preferred design (**Section 7.3.2**)
- Consultation activities proposed for the public exhibition of the EIS (**Section 7.6.2**)
- Consultation and notification activities proposed for construction (**Section 7.6.3**) and operation phases of the project (**Section 7.6.4**).

7.3.1 Consultation activities undertaken prior to the EIS preparation

Communication and consultation activities commenced during the development of the *WestConnex Strategic Environmental Review (source)* in mid-2012. The *WestConnex Strategic Environmental Review (source)* was prepared to inform early engagement with stakeholders and the community on the potential key environmental considerations for the motorway.

The *WestConnex Strategic Environmental Review*:

- Was developed through consultation with key regulatory agencies
- Considered feedback received on earlier proposals for improving the capacity of the M5 East Corridor, for example the duplication of the M5 East Motorway proposed in 2009 and 2010 (see **Chapter 4** (Project development and alternatives))
- Was published on the WestConnex website in September 2013.

Table 7-3 provides a summary of the activities undertaken to raise awareness about the project and seek feedback from stakeholders and the community during the development of the Strategic Environmental Review.

The early consultation and feedback received has informed project development, the environmental assessment activities and ongoing communications.

Table 7-3 **Communication and consultation activities undertaken during the development of the Strategic Environmental Review**

Activity	Summary
Advertising	Broad advertising of the WestConnex program of works, including the project was placed in major metropolitan publications such as the Sydney Morning Herald and the Daily Telegraph, along with advertising targeting public transport users in the former mX magazine, and online advertising targeting road users.
Media announcements	Media announcements were widely covered by metropolitan television, radio, print and digital news outlets, along with trade and advocacy publications such as NRMA's Open Road magazine.
Project website	A website (www.westconnex.com.au) was established for the WestConnex program of works with background information, maps, videos, customer surveys and details on how to provide feedback.
Project information line	A centralised WestConnex information telephone line (1300 660 248) was established to answer questions and gather feedback.
Project email address	A dedicated project email address (info@westconnex.com.au) was created to notify registered stakeholders, encourage comment and respond to community feedback.
Postal address	A postal address (Locked Bag 928, North Sydney NSW 2059) was registered to receive stakeholder input and correspondence.
Stakeholder discussions	Targeted stakeholder discussions were held with advocacy groups, local councils, elected representatives, government agencies, peak bodies and community members.
Roundtable discussions	Discussions were held with stakeholders such as councils, the freight industry and business groups.
Online engagement survey	An online community and stakeholder survey sought feedback on how stakeholders would like to receive information on the project and engage with the project team, and what tools and technologies they would like to see used during the planning and development of the project.
Industry partners involvement	Four leading Australian and international design and construction companies were selected as development partners during the preparation of the Business Case to develop and improve design and construction solutions for specific sections of the northern and southern corridors.
Industry briefings	Market briefings and workshops were undertaken to inform industry and get feedback on the scope, program, reference delivery model and timing alternatives.
Other	Awareness raising activities included the provision of information about WestConnex in motor vehicle registration renewals, postcards and community updates.

7.3.2 Consultation undertaken during preparation of the EIS

Community consultation at key project milestones

A range of activities have been undertaken to align with major project milestones, including the announcement of:

- The project in November 2014, including preliminary details of the proposed tunnel route, indicative western portal locations and the St Peters Interchange
- The location of the western portal and associated permanent operational facilities (including the ventilation facility) within the M5 East Motorway corridor at Kingsgrove in June 2015
- A midway tunnelling point at Arncliffe in July 2015
- Selection of the preferred design and construction contractor in September 2015.

Table 7-4 provides an overview of the key communication and consultation activities undertaken during these key consultation periods.

Table 7-4 Project milestone announcements and consultation

Activity	Summary	Date
Announcement of the project		
Release of New M5 Project Overview	The <i>New M5 Project Overview</i> document, describing key features of the project, was published on the WestConnex website and distributed at community information sessions and briefings.	November 2014
Community update and fact sheets	<ul style="list-style-type: none"> • A community update was distributed to about 8700 properties in St Peters, Tempe, Alexandria, Sydenham, Botany and Mascot, providing information about the St Peters interchange, details about community information sessions to be held and the WestConnex website details • Project fact sheets were distributed to commercial and industrial properties along Canal Road, the Princes Highway, Campbell Street, Campbell Road, Euston Road and Burrows Road, providing information about the St Peters interchange and the WestConnex website details 	November 2014
Update to project website	The WestConnex website was updated, providing access to: <ul style="list-style-type: none"> • The <i>New M5 Project Overview</i> document • The New M5 St Peters Interchange community update • The media release regarding the announcement of the project • A link to the State significant infrastructure application. 	November 2014
Email	A link to the <i>New M5 Project Overview</i> document was sent to about 3300 registered stakeholders	4 November 2014
Advertisements and flyers	Advertisements were placed in local newspapers to promote the community drop-in information sessions, including: <ul style="list-style-type: none"> • Inner West Courier • Southern Courier • Central Courier • Wentworth Courier • Inner West Weekend. Invitation flyers were distributed to 10,000 businesses and homes for the Enmore Theatre community forum and drop-in sessions	11 November 2014 11 November 2014 12 November 2014 12 November 2014 14 November 2014 February 2015

Activity	Summary	Date
Community information sessions	<p>Four community information sessions were held, including:</p> <ul style="list-style-type: none"> • A community drop-in information session at the WestConnex pop-up shop in St Peters, attended by more than 85 people • A community drop-in information session at St Peters Town Hall, attended by about 55 people • A community forum at the Enmore Theatre in Newtown was attended by about 900 people and involved presentations about the WestConnex program of works, including the project. A video recording of the forum was made available on the WestConnex website • A community drop-in information session was held at the WestConnex pop-up shop in St Peters. About 45 community members attended the session, during which technical specialists were available to answer questions about the New M5 and the St Peters interchange. <p>Project team members captured comments and concerns raised during these sessions.</p>	22 November 2014
		25 November 2014
		23 February 2015
		5 March 2015
Doorknocks	Residential properties within land zoned as road reserve (SP2 – infrastructure) along Campbell Street and Campbell Road corridor in St Peters were doorknocked and owners were provided property and project information packages. The information packages included a letter offering property owners a private meeting to discuss the status of their property with the project team.	4 November 2014
Letters	Letters were distributed to residential and business property owners within land zoned as road reserve (SP2 – infrastructure) advising of the status of their property with respect to the project. This included writing to owners whose properties were identified as being required for construction of the project. Information was provided regarding the acquisition process and timing.	23 January 2015
Meetings and briefings	Individual, face-to-face meetings were held with more than 50 residential, industrial and commercial property owners and business operators to discuss property impacts including property acquisition. Meetings with property owners have been ongoing regarding property acquisition.	From November 2014 (ongoing)
Interviews and surveys	Twenty businesses along Euston Road were surveyed to better understand business operations in the area. Information sought included details about on and offsite parking requirements, loading, vehicle types and movements and any future development plans. Nine businesses completed the survey. In addition, each business was provided with a business fact sheet, <i>the New M5 project overview, community update</i> (November 2014) and a WestConnex business card.	11 June 2015
The location of the western portal and associated permanent operational facilities		
Community update	A community update was distributed to more than 27,000 residences and businesses around Kingsgrove, Beverly Hills and Bexley North, providing information about the location of the project's western tunnel portal locations and operational tunnel support facilities. The community update included an invitation to the community drop-in information sessions.	25 June 2015

Activity	Summary	Date
Doorknocks	About 200 residences closest to the proposed temporary construction compounds and permanent facilities at Kingsgrove and Beverly Hills were doorknocked. Representatives from the project spoke to about 60 individuals.	25 June 2015 and 2 July 2015
Advertisements and flyers	Information about the announcement of the western portals at Kingsgrove and an invitation to attend the community drop-in information session at Kingsgrove RSL were provided in advertisements in the following newspapers: <ul style="list-style-type: none"> • St George and Sutherland Shire Leader Canterbury • Bankstown Express • Bankstown Torch 	7 and 14 July 2015 7 and 14 July 2015 8 and 15 July 2015
Community drop-in information sessions	Community drop-in information sessions were held at Kingsgrove RSL between 2pm and 4pm and between 5pm and 7pm. About 160 community members attended the sessions, staffed by community engagement, environment, air quality, traffic and project management specialists. Project team members recorded feedback and concerns raised during these sessions.	16 July 2015
Midway tunnelling point at Arncliffe		
Meetings and briefings	Five meetings have been held with representatives from the Kogarah Golf Club Board and Management to discuss the use of the Kogarah Golf Course as a midway tunnelling point. Meetings and briefings about the midway tunnelling point have also included: <ul style="list-style-type: none"> • A meeting with UrbanGrowth NSW to discuss planning and potential project impacts on the Cooks Cove precinct (4 February 2015) • The New M5 Project Director and Chief Executive of Sydney Motorway Corporation (formerly the WestConnex Delivery Authority) attended the Kogarah Golf Club annual general meeting, where more than 120 members were present (29 July 2015). A question and answer session formed part of the meeting • Four meetings have been held with representatives from John Boyd Properties from February 2015 to discuss the use of the Kogarah Golf Course as a potential midway tunnelling site. 	December 2014 – ongoing

Activity	Summary	Date
Community update and fact sheets	<ul style="list-style-type: none"> Distribution of a community update to about 14,000 residences and businesses around Arncliffe and Wolli Creek, providing information about the location of the proposed construction compound and permanent facilities, potentially including a ventilation facility at Kogarah Golf Course 	July 2015
	<ul style="list-style-type: none"> Distribution of a project fact sheet to members of Kogarah Golf Club as part of the annual general meeting papers, providing more information about the likely impacts of the project on the golf course and commitments to managing and minimising these impacts 	29 July 2015
	<ul style="list-style-type: none"> A fact sheet, titled '<i>Protecting our community and environment</i>' was prepared following the referral of the project to the Commonwealth Department of the Environment under the <i>Environment Protection and Biodiversity Conservation Act</i> (EPBC Act). The fact sheet was made available on the WestConnex website, and included information about the Green and Golden Bell Frog population and habitat at Arncliffe, air quality and ventilation and the Cooks River / Castlereagh Ironbark vegetation. 	12 August 2015
Email	Information about the announcement of the midway tunnelling point was sent to about 3500 registered stakeholders.	23 July 2015
Update to project website	<ul style="list-style-type: none"> The WestConnex website was updated with the midway tunnelling point community update. 	15 July 2015
	<ul style="list-style-type: none"> The WestConnex website was updated again with the 'Protecting our community and the environment' fact sheet. 	12 August 2015
Doorknock	About 150 residences closest to the midway tunnelling point were doorknocked by representatives from the project. About 50 individuals were spoken to. Where residents were not home, copies of the community update brochure were left in mailboxes with a calling card, inviting residents to call the WestConnex telephone line.	23 July 2015
Kogarah Golf Course drop-in information session	Two drop-in information sessions were held for members of the Kogarah Golf Club. The sessions were staffed by community engagement, environment and project management specialists working on the project as well as a representative from Rockdale City Council and Roads and Maritime (for questions related to project enabling works).	12 August 2015 and 15 August 2015.

Activity	Summary	Date
Selection of the preferred design and construction contractor		
Community update	<ul style="list-style-type: none"> A New M5 overview community update was distributed to about 60,000 residences and businesses along the proposed project route between Beverly Hills and St Peters, providing information about key features of the project including the tunnel alignment, construction compounds and permanent facilities. A community update was distributed to about 30,000 residences and businesses between Arncliffe and St Peters, providing information about the St Peters interchange, key benefits of the project, proposed upgrades to local roads and how property impacts would be minimised. A community update was distributed to about 30,000 residences and businesses along the proposed project route near Bexley and Bexley North, providing information on potential construction compounds along Bexley Road and at Kingsgrove, air quality and how property impacts would be minimised. 	September 2015
Email	An email was sent to around 3500 registered stakeholders, providing details about the preferred design announcement and the appointment of the Leighton, Dragados and Samsung C & T Joint Venture to build the project. Details were also provided for the community drop-in information sessions.	2 September 2015
Doorknock	About 70 residences around the Bexley Road construction and operational facilities were doorknocked. An additional 40 apartment residences were doorknocked at the corner of Euston Road and Sydney Park Road, Alexandria regarding the proposed local road upgrades.	8 to 10 September 2015
Advertisement	Advertisements inviting community members to community drop-in information sessions were placed in the following newspapers: <ul style="list-style-type: none"> Canterbury Bankstown Express Inner West Courier Southern Courier St George and Sutherland Shire Leader Bankstown Torch Central Sydney 	8 September 2015 8 September 2015 8 September 2015 8 September 2015 9 September 2015 9 September 2015
Community drop-in information sessions	Three community drop-in sessions were held, including: <ul style="list-style-type: none"> A session at Rowers on Cooks River in Wolli Creek between 2pm and 5pm, attended by about 30 community members. A session at the WestConnex Pop-up shop at St Peters between 10am and 1pm, attended by about 120 community members. A session at Kingsgrove RSL between 2 pm and 4pm, and between 5pm and 7pm, attended by about 60 community members. 	9 September 2015 12 September 2015 15 September 2015

Consultation with local community groups, interest groups and bicycle and pedestrian user groups

Consultation with local community groups, interest groups and bicycle and pedestrian user groups have included correspondence, meetings, briefings and participation in interest group activities. A summary of consultation with these groups is provided in **Table 7-5**.

Table 7-5 Consultation undertaken with community, interest and bicycle and pedestrian user groups during the preparation of the EIS

Group	Details	Date
Wolli Creek Preservation Society	<ul style="list-style-type: none"> A meeting with 15 members of the Wolli Creek Preservation Society was held to provide an overview and update on the project, describe the environmental investigations, the EIS process and answer questions. 	8 October 2014
	<ul style="list-style-type: none"> Members of the project team participated in a bushwalk with 15 members of the Wolli Creek Preservation Society. 	27 November 2014
Transport for NSW's Sydney's Cycling Future team, City of Sydney, City of Botany Bay, Marrickville Council, BikeSydney	Eight meetings have been held to discuss opportunities for new cycling connections and enhancement of facilities as part of the project around St Peters, Mascot and Alexandria.	Ongoing since November 2014
St George Bicycle User Group	The user group has been offered a briefing on the project.	10 November 2015
Bike South West Inc	The user group has been offered a briefing on the project.	6 November 2015
Pedestrian Council	The user group has been offered a briefing on the project.	17 September 2015
Bicycle NSW	A meeting with representatives from Bicycle NSW was held to discuss the project.	30 September 2015
St Peters Public School and the Department of Education.	Two meetings have been held to discuss the project, potential changes to local roads and St Peters interchange. Topics discussed included impacts on heritage structures at the school, access during and construction and operation, congestion on surrounding local streets, impact on enrolments and air quality monitoring. A representative from the Department of Education has attended meetings with St Peters Public School.	12 December 2014 26 March 2015
Newtown Precinct Business Association	A briefing and project update on the project was provided with a particular focus on St Peters interchange. Project representatives clarified that the existing King Street clearways would not be extended as part of the project. Other topics discussed included traffic congestion and potential business impacts as a result of changes to traffic conditions.	10 December 2014
Rockdale Wetlands Preservation Society	A meeting was held to provide information about the project and discuss their concerns about potential impacts on wetlands.	23 January 2015
Hurstville Chamber of Commerce	A briefing to 12 members was held to provide information to the chamber about the project and its objectives.	17 March 2015
Beverly Hills North Progress Association	A meeting was held and topics discussed included noise walls, urban design and landscaping and construction impacts.	10 July 2015

Group	Details	Date
St Peters Community Preschool, Tribe OOSH and St Peters Public School Playgroup	A meeting with St Peters Public School P&C and representatives from St Peters Community Preschool, Tribe OOSH and St Peters Public School Playgroup was held to discuss the St Peters interchange and local road upgrades. Other topics discussed included access to the school, student safety during construction and potential impacts to local roads and parking.	14 September 2015

Community consultation during environmental and technical investigations

Activities to notify community members and key stakeholders of environmental and technical investigations have included notification letters, phone calls to property owners and tenants, and door knocking.

Table 7-6 provides a summary of consultation activities undertaken during the environmental and technical investigations.

Table 7-6 Consultation activities undertaken during environmental and technical investigations

Date	Details
September 2014	Property owners were notified of the start of the geotechnical investigations via a door knock, notification letter and telephone calls. A media event was also held in the reserve off Tallawalla Street, Beverly Hills to announce the start of geotechnical investigations for the project.
December 2014	A targeted door knock and notification letter was delivered to properties along the project alignment in areas identified for noise monitoring. Refer to Chapter 12 (Noise and vibration) for more information about noise monitoring locations.
April 2015	A door knock was carried out and notification letters were delivered to around 370 residences and businesses surrounding the location of air quality monitoring stations at Beverly Hills Park; Bestic Street, Rockdale; Bexley Road, Kingsgrove; West Botany Street, Kogarah; and Princes Highway, St Peters. Refer to Chapter 10 (Air quality) for more information about air quality monitoring locations.
12 June 2015	Residents and businesses along Bexley Road, near Sydenham Green, and in Arncliffe and Beverly Hills were door knocked and provided with a notification letter regarding noise monitoring studies.
July 2015	A notification of clean-up work at Alexandria Landfill was distributed to 1500 residences and businesses near the site.
August 2015	A fact sheet was distributed to approximately 1500 residences near to the Alexandria Landfill site to explain work underway at the site.
August 2015	A fact sheet titled 'Protecting our community and the environment' was published on the WestConnex website (http://www.westconnex.com.au/documents/m5_environmental_fact_sheet_10_08_15.pdf) and provided at community drop-in information sessions. The fact sheet provided information on EIS process, details about the air quality assessment and the referral made to the Commonwealth Department of the Environment, under the EPBC Act.

Ongoing communication and consultation activities

Table 7-7 outlines other communication and consultation activities that have been ongoing during the preparation of the EIS.

Table 7-7 Ongoing communication and consultation activities

Activity	Details
Media announcements	Media announcements, events and briefings have occurred at key project milestones. Media releases and news items have also been regularly released, as well as uploaded onto the project website. Responses to media enquiries have been provided on a daily basis.
WestConnex website	The WestConnex website (www.westconnex.com.au) provides up-to-date information about the project and the wider WestConnex program of works. It includes a home page with the latest news, an overview of the project history, key project related materials and background documentation, and contact details. The "Stage 2 – New M5" project page (http://www.westconnex.com.au/explore_the_route/stage_2/) has been regularly updated throughout the preparation of the EIS. Project documents including community updates, fact sheets, notifications and meeting minutes from the council reference group are uploaded. The website also provides details of translation services available in Arabic, Greek, Italian, Korean, Chinese, Vietnamese and Hindi.
Centralised WestConnex telephone line	The 1300 660 248 project information line is managed between 8.30 am and 5.00 pm Monday to Friday. As of July 2015, calls made to the WestConnex project information line have been answered by Service NSW 24 hours a day. More technical and detailed project questions are transferred directly to the project team.
Project email address	The project email (info@westconnex.com.au) has been a mechanism for community feedback and project team responses. This email address has been printed on all project communication material and is published on the project website as a central point of contact for community and stakeholder feedback.
Project postal address	A postal address for the project was established for stakeholders and community members to send correspondence and feedback to the project team. The address (Locked Bag 928 North Sydney 2059) has been published on the project website.
'Have your say' online feedback form	The online 'Have your say' form has provided a channel for feedback on specific stages of the WestConnex program of works, including the project.
Subscribe to updates	Community members have been invited to register their interest in subscribing to updates via the online form, over the phone or during face to face discussions.
Stakeholder database	All stakeholder content and activity for the project is managed using a confidential database. All enquiries, comments and issues received by telephone, email or letter are recorded in the database along with project team responses. Feedback received during community events, business surveys, property owner discussions and stakeholder meetings are also recorded. A community subscription service register is also maintained through this database.
Letters	Written correspondence has been prepared by the project team to clarify project information and respond to enquiries received directly and via the Minister and Premier's offices.

Activity	Details
WestConnex information kiosks	Project information kiosks were operational at Centro Roselands Shopping Centre and Westfield Hurstville Shopping Centre since February 2015. A WestConnex information kiosk was also established at Marrickville Metro in September 2015 and will be operational until late 2015. Since opening, the Marrickville Metro kiosk has received an average of 75 visits per day. The kiosks provide residents with up to date and accurate information about the WestConnex program of works and its component parts. They have also provided an opportunity for community members to ask questions, provide feedback and register their contact details to receive project updates.
National Translation and Interpreting Service	Details of the translation services available for members of the community who speak languages other than English have been promoted on the WestConnex website and on communication materials distributed to the community. People who are not fluent in English are able to use this service to speak to a member of the project team on the project information line.
WestConnex Assist	Roads and Maritime would provide support to people facing significant change as a result of the project. WestConnex Assist provides independent and confidential phone or face-to-face counselling, across a range of locations. A diverse team of professionals, including psychologists, social workers and qualified counsellors can be matched to the needs of each individual. Roads and Maritime is also providing an independent service to vulnerable households, such as the elderly and those suffering an illness, to help assist with their relocation. This service aims to provide assistance with tasks such as finding a new property (either to rent or purchase), arranging removalists, service connections (electricity, gas etc.), attending appointments with solicitors and other tasks associated with relocating.

Consultation with local, State and Commonwealth Government authorities

During the preparation of the EIS, consultation has been undertaken State and Commonwealth members of parliament, and with local, State and Commonwealth Government authorities.

A summary of this consultation is provided in **Table 7-8** and **Table 7-9** respectively.

Table 7-8 Consultation with Members of Parliament

Member of Parliament	Details	Date
The Hon. Duncan Gay - Minister for Roads, Maritime and Freight	Meetings and briefings regarding the project have been held on an ongoing basis	Ongoing
The Hon. Jillian Skinner - Minister for Health	A meeting was held with the Minister to discuss the health-related assessments being carried out for the EIS.	4 August 2015
The Hon. Anthony Albanese – Federal Member for Grayndler	A project briefing was held to provide details on the project, an update on the EIS and design process.	11 September 2015
	A project update was provided at a meeting with the Federal Member together with Jo Haylen, State Member for Summer Hill.	27 October 2015
Craig Laundy – Federal Member for Reid	A meeting was held to discuss the WestConnex program of works including the project.	21 September 2015
The Hon. Paul Fletcher - Federal Minister for Territories, Local Government and Major Projects	A meeting was held with the Minister to provide an overview and update on the project.	26 October 2015

Member of Parliament	Details	Date
The Hon, Linda Burney – State Member for Canterbury	Correspondence to offer a project briefing was sent.	30 October 2015
The Hon Tanya Plibersek – Federal Member for Sydney	Correspondence to offer a project briefing was sent.	30 October 2015
Nickolas Varvaris – Federal Member for Barton	Correspondence to offer a project briefing was sent.	30 October 2015
The Hon Matt Thistlethwaite – Federal Parliament Member for Kingsford Smith	Correspondence to offer a project briefing was sent.	30 October 2015
John Flowers - (former) State Member for Rockdale	Meetings with the (former) Member were held to provide project updates and in particular discuss the midway tunnelling site in Arncliffe	19 June 2014 3 February 2015
The Hon. Ron Hoenig - State Member for Heffron	A project briefing was held to provide details on the project, an update on the EIS and design process.	25 June 2015
Jenny Leong –State Member for Newtown	A project briefing was held to provide an update on the project including the EIS and design process.	5 June 2015
Christopher Minns –State Member for Kogarah	A project briefing was held to provide an update on the project including the EIS and design process.	25 June 2015 10 July 2015
Stephen Kamper – State Member for Rockdale	A project briefing was held to provide an update on the project including the EIS and design process.	25 June 2015

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Table 7-9 Meetings and briefings with local, State and Commonwealth Government authorities

Agency	Details of consultation	Date
Intra-agency consultation		
Planning focus meeting with relevant agencies	The planning focus meeting was held with relevant government agencies to provide a briefing and approach to the preparation of the EIS. A site inspection along the project alignment was carried out with the relevant agencies and the proposed assessment methodologies were discussed.	14 November 2014
Department of Planning and Environment (DP&E) and the Commonwealth Department of the Environment (DoE)	A meeting was held to discuss the referral of the project under the EPBC Act, including the proposed assessment process and possible mitigation and management measures.	7 July 2015
DP&E, NSW Environment Protection Authority (NSW EPA) and NSW Health and Local Health Districts (NSW Health)	A meeting was held to discuss air quality, particularly in relation to Civil Aviation Safety Authority (CASA) requirements and the influence of these requirements on ventilation design for the project. Issues discussed included the locations of proposed ventilation facilities, the multiple outlet configurations required, compliance under the regulatory case and advice of further modelling being undertaken.	6 August 2015
	A meeting was held to discuss the noise and vibration impact assessment.	15 September 2015
	A meeting was held to discuss the air quality and human health assessments	2 October 2015
DP&E, DoE and the NSW Office of Environment and Heritage (OEH)	A meeting was held to discuss biodiversity and the EPBC Act referral.	1 July 2015
	A site visit and meeting was held to discuss supplementary SEARs (refer to Chapter 2) and Green and Golden Bell Frog mitigation and management measures.	21 August 2015
	An additional meeting was held to discuss the biodiversity assessment.	11 September 2015
Transport for NSW	Nineteen meetings have been held with Transport for NSW since February 2014. Nine meetings have been held to discuss potential impacts of the project on bus services, bus priority measures, the consolidation and location of bus stops and impacts of the project on the performance of the bus network. Ten meetings have been held to discuss freight-related matters.	February 2014 (ongoing)
Commonwealth Department of Infrastructure and Regional Development (DIRD) CASA	Two meetings have been held with DIRD and CASA representatives to discuss preliminary findings of the assessments of ventilation facility emissions including at the St Peters interchange and Arncliffe.	24 March 2015 9 June 2015
DP&E, NSW EPA, NSW Health and the Chief Scientist(s) Office	A bus tour of the project was undertaken to provide an overview of the preferred design.	16 September 2015

Agency	Details of consultation	Date
DP&E, OEH, NSW EPA, NSW Water and Sydney Water	A meeting was held to discuss the groundwater, flooding and surface water assessments	17 September 2015
Consultation with State Government agencies and local government		
Advisory Committee on Tunnel Air Quality (ACTAQ)	A briefing was provided to ACTAQ regarding the project and in particular the technical solutions to address CASA requirements.	28 September 2015
Canterbury City Council	Four meetings / briefings have been held in addition to the Hurstville, Canterbury City and Rockdale City Council Reference Group (Western Council Reference Group). Council Reference Group meetings have been held in July and August 2015, to provide updates on the project.	Ongoing since November 2014
City of Botany Bay	Five meetings have been held with City of Botany Bay, including with councillors, the General Manager and senior officers, in addition to the Council Reference Group meetings. During these meetings updates on the project have been given, and traffic and local road upgrades were discussed.	Ongoing since August 2015
City of Sydney Council	More than nine meetings have been held with City of Sydney Council, including with councillors, the General Manager and senior officers, in addition to the Council Reference Group meetings. During these meetings updates on the project have been provided and the acquisition of council owned land, traffic management and urban design have been discussed.	Ongoing since November 2014
City of Sydney, Marrickville and City of Botany Bay Council Reference Group (Eastern Council Reference Group)	Seven meetings have been held with senior representatives from each council to discuss the St Peters interchange and local road upgrades. Topics discussed have included project planning and delivery, project design, traffic modelling, local traffic management, urban design, active and public transport, air quality and noise. Meeting notes from each meeting are published on the WestConnex project website.	Meetings held January, February, March, April, May, June and September 2015
DIRD	Briefings have been held to confirm the approvals process and timing for the submission of the assessments of emissions from ventilation facilities. Following the briefing, DIRD confirmed through email correspondence on 24 August 2015 that they would be responsible for consultation with Airservices Australia, CASA and Sydney Airport Corporation Limited as part of its decision making process on the assessment, in accordance with its application process.	24 August 2015 11 September 2015 15 October 2015
DP&E	A meeting has been held monthly with DP&E to discuss the project since November 2014. Additional meetings have also been held to discuss specific assessments such as the traffic and transport assessment on the 11 September 2015.	Ongoing since November 2014
Department of Primary Industries (Fisheries and Aquaculture)	A briefing was offered for the NSW Department of Primary Industries (Fisheries and Aquaculture) on the findings of the surface water assessment for the project. It was advised that no further consultation was required at this stage.	8 September 2015

Agency	Details of consultation	Date
NSW EPA	More than 10 meetings have been held with the NSW EPA to discuss the assessment process, closure of the former Alexandria Landfill, construction requirements, licencing, reporting, air quality impacts and noise impacts.	Ongoing since November 2014
Fire and Rescue NSW	A formal request was sent, requesting a representative to assist with developing acceptable fire and life safety outcomes. Workshops were subsequently held to ensure appropriate fire safety management in the main alignment tunnels, including participants from Fire and Rescue NSW.	22 October 2014 1 December 2014 28 January 2015 7 May 2015 26 May 2015 14 July 2015
Hurstville City Council	Three meetings have been held, including with the General Manager, senior officers and councillors, in addition to the Western Council Reference Group meetings. During these meetings project updates, upcoming environmental investigations and the location of an air quality monitoring station in Beverly Hills Park have been discussed.	Ongoing since December 2014
Hurstville City, Canterbury City and Rockdale City Council reference group (Western Council Reference Group)	Two meetings with the western council reference group have been held. Topics discussed have included an overview of the project, the EIS and planning process, design development process, construction impacts, traffic modelling and traffic impacts, maintaining bicycle and pedestrian access during and after construction and details of the preferred design. Meeting notes from each of these meetings are published on the WestConnex website.	3 July 2015 17 August 2015
Marrickville Council	More than ten meetings have been held, including with councillors, the General Manager and senior officers in addition to the Eastern Council Reference Group meetings. During these meetings, project updates, local traffic management, local land use, changes to local roads, intersection design and urban design have been discussed.	Ongoing since February 2014
NSW Heritage Council	A briefing has been scheduled with a particular focus on the potential impacts to Alexandra Canal, a state heritage listed item. The briefing will outline the outcomes of the heritage assessment and the management and mitigation measures identified to minimise impacts.	18 November 2015
NSW Water (a division of the NSW Department of Primary Industries)	A meeting was held to discuss the methodology for the groundwater assessment	5 December 2014
Roads and Maritime Heritage Committee	A meeting was held to provide a briefing of the project to the Heritage Committee, including representatives from the NSW Heritage Division of OEH.	4 December 2014
Rockdale City Council	Six meetings have been held to provide updates on the project and discuss the midway tunnelling site at Arncliffe. Rockdale City Council also participates in the Western Council Reference Group. Council Reference Group meetings were held in July and August 2015.	Ongoing since July 2014
Sydney Local Health Districts – Urban Development Committee	A briefing on the project with a particular focus on the air quality assessment was given at the Sydney Local Health Districts – Urban Development Committee meeting.	22 October 2015

Agency	Details of consultation	Date
Sydney Local Health Districts – Clinicians Committee	A briefing on the project and air quality assessment has been scheduled for the end of November with the Sydney Local Health Districts – Clinicians Committee.	25 November 2015
Transport for NSW	<p>To ensure an integrated approach to project delivery, consultation with Transport for NSW has been ongoing since November 2014 and has included:</p> <ul style="list-style-type: none"> • Weekly meetings with the Transport for NSW interface team • Participation in Transport for NSW strategic planning sessions • Having a Transport for NSW representative within the Project Control Group. 	Ongoing since November 2014
	A separate briefing was held with Transport for NSW to discuss the preferred design selected for the project, overview of the findings of traffic modelling, bus operations, alternate routes, cycling initiatives and road freight matters	17 September 2015
UrbanGrowth NSW	A meeting was held to discuss potential impacts of the project on the Cooks Cove area.	4 February 2015

Consultation with utility and service providers

Consultation with utility and service providers along the project alignment has been carried out to discuss potential impacts on utility supply, adjustments and project timing. The EIS does not assess the impacts on providing services to the construction and operation of the project as these works would be subject to separate approvals. **Table 7-10** summarises the consultation with utility and service providers that has been carried out during the preparation of the EIS.

Table 7-10 Consultation with utility and service providers during preparation of the EIS

Stakeholder	Details	Date
Ausgrid	Two meetings have been held to discuss the potential impact of the project on power supply. Essential infrastructure was identified and processes for the protection and potential relocation of utilities were discussed.	29 July 2015 13 August 2015
Jemena	A meeting was held to discuss the potential impact of the project on gas mains. Essential infrastructure was identified and processes for the protection and potential relocation of infrastructure were discussed.	30 July 2015
Transgrid	A meeting was held to discuss the potential impact of the project on power supply. Essential infrastructure was identified and processes for the protection and potential relocations of utilities were discussed. In particular, discussions were held in relation to the Beaconsfield West Substation.	31 July 2015
Sydney Water	A meeting was held to discuss the potential impact of the project on water supply. Essential infrastructure was also identified and processes for the protection and potential relocation of utilities were discussed. A second meeting was held with Sydney Water to discuss potential impacts to Alexandra Canal from construction and operation of the project.	31 July 2015 10 September 2015
Telstra	A meeting was held to discuss the potential impact of the project on utilities. The location of essential infrastructure was identified and processes for the protection and potential relocation of utilities were discussed.	13 August 2015
Sydney Desalination Plant	Two meetings with were held to discuss the potential impact of the project on utilities. Essential infrastructure was identified and processes for the protection and potential relocation of utilities were discussed.	13 August 2015 1 September 2015
Optus	A meeting was held to discuss the potential impact of the project on utilities. Essential infrastructure was identified and processes for the protection and potential relocation of utilities were discussed.	13 August 2015

Other industry and stakeholder consultation

A meeting was held with Sydney Airport Corporation Limited on 3 February 2015 to discuss and determine the potential impact of the project on Sydney Airport's obstacle limitation surface and procedures for air navigation services – aircraft operations surfaces. The obstacle limitation surface is the airspace surrounding an airport that must be protected from obstacles so aircraft flying in good weather during the initial and final stages of flight, or in the vicinity of the airport, can do so safely.

The operational design of the project has considered airspace protection and associated risks and hazards. As discussed in **Chapter 2** (Assessment process), under the *Airports Act 1996* (Commonwealth), a 'controlled activity' in relation to a prescribed airspace must not be carried out or caused to be carried out without the approval of the Secretary of DIRD or otherwise exempt under the Airspace Regulations. An application for approval of the project under the *Airports Act 1996* has been made concurrently with the preparation of this EIS. The results of a ventilation plume rise assessment have been submitted to DIRD for an assessment of the proposed plume rise at Kingsgrove, Arncliffe and St Peters ventilation facilities. The DIRD will make a determination as to whether the requirements of the Civil Aviation Safety Authority have been satisfactorily met.

During the preparation of the EIS, ongoing briefings with industry and key stakeholders have been held, including with:

- NRMA
- Sydney Business Chamber
- Australian Logistics Council
- Infrastructure Partnerships Australia
- NSW Road Freight Industry Council
- NSW Freight Advisory Council
- Roads Australia
- Engineers Australia.

Representatives from the project also attended and participated in a number of forums, including:

- NeTC Tolling Forum
- Cement, Concrete and Quarry Industry Forum
- Sydney Metropolitan Business Forum Breakfast
- Italian Chamber of Commerce Infrastructure Forum
- Spanish Chamber of Commerce Boardroom Lunch
- Sydney Airport Community Forum.

7.3.3 Aboriginal cultural heritage consultation

Aboriginal heritage consultation has been carried out in accordance with the *Procedure for Aboriginal Cultural Heritage Consultation and Investigation* (PACHCI) (Roads and Maritime, 2011). A site survey along the project was carried out between 24 and 27 November 2014 a representative of the Metropolitan Local Aboriginal Land Council (MLALC), who also prepared a cultural heritage survey report.

A draft copy of the Technical working paper: Aboriginal heritage (**Appendix V**) was provided to the MLALC on 1 November 2015 with an invitation to provide comment. The MLALC representative responded on 6 November 2015, stating that MLALC agreed with the findings and recommended management measures relating to vibration, unanticipated finds, human skeletal remains and the effectiveness of proposed management measures in relation to the potential AHIMS site SR-OVRH-1, as described within the Technical working paper. MLALC also requested that they be contacted immediately, should Aboriginal features be uncovered during future works. A copy of the correspondence from MLALC is provided in Appendix C of **Appendix V**.

Chapter 23 (Aboriginal Heritage) and the Technical working paper: Aboriginal heritage (**Appendix V**) provides more information relating to Aboriginal heritage.

7.4 Summary of issues raised

Issues raised by government agencies, local government and the community have been recorded and considered during the preparation of the EIS and during the development of the project design.

During the tender process, the project team ran a series of 'interactive sessions' with short-listed tenderers to test ideas and refine designs. As part of this process, tenderers were provided with feedback from stakeholders and the community to assist them in design development.

Table 7-11, **Table 7-12** and **Table 7-13** list the issues according to these broad stakeholder groups, and indicate where these issues have been addressed in this document.

7.4.1 Issues raised by government agencies

Table 7-11 summarises the issues raised by government agencies during the preparation of the EIS and provides a response to these issues or indicates where in the EIS this issue has been addressed.

Table 7-11 Issues raised by government agencies

Issue	Details	Response
NSW EPA		
Contaminated sites assessment and remediation	Undertake a contaminated site assessment.	Refer to Section 17.1 (Assessment methodology) and Section 17.3 (Assessment of potential impacts) of Chapter 17 (Contamination).
	Provide details on how contamination would be remediated and/or managed so that the site is, or can be, made suitable for the proposed use.	Refer to Section 17.4 (Environmental management measures) of Chapter 17 (Contamination).
	Prepare reports in accordance with the <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (EPA, 2000).	Refer to Section 17.1 (Assessment methodology) of Chapter 17 (Contamination).
	Specify whether a site auditor has been or will be engaged to issue a site audit statement to certify on the suitability of the current or proposed uses.	Refer to Section 17.3.3 (Site assessment and remediation) of Chapter 17 (Contamination).
Licensing requirements	Ensure the project has identified the Environment Protection Licence requirements if project approval is granted	Section 2.3 (Other NSW legislation) of Chapter 2 (Assessment process) details approvals that may still be required under NSW legislation, including an Environmental Protection Licence under the <i>Protection of the Environment Operations Act 1997</i> .
	Address the requirements of section 45 of the <i>Protection of the Environment Operations Act 1997</i> determining the extent of each impact	Refer to Chapter 17 (Contamination).
Soil, water and hydrology	Assess construction and operational erosion, sediment and water quality impacts.	Impacts on soil, water and hydrology during construction and operation of the project is described in Section 16.3 (Assessment of potential impacts) of Chapter 16 (Soil and water).
	Identify and estimate the quality and quantity of pollutants that may be introduced into any waterways by source and discharge point	Section 16.3 (Assessment of potential impacts) of Chapter 16 (Soil and water quality) details the pollutants expected to be generated from impervious surfaces each year during operation of the project.
	Assess water quality impacts of receiving waterways likely to be affected by the proposal	Impacts of the project on water quality are discussed in Section 16.3 (Assessment of potential impacts) of Chapter 16 (Soil and water quality) and Section 21.3 (Assessment of potential impacts) of Chapter 21 (Biodiversity).

Issue	Details	Response
	Describe the practical measures proposed to prevent, control, abate or mitigate potential pollution impacts. Demonstrate how the project would be designed and operated to protect the NSW Water Quality objectives where they are currently being achieved, and contribute towards their achievement over time where they are not currently being achieved.	Refer to Section 16.4 (Environmental management measures) of Chapter 16 (Soil and water) for mitigation measures. The design and operation of the projects is described in Section 16.3 (Assessment of potential impacts) of Chapter 16 (Soil and water).
NSW Office of Environment and Heritage (OEH)		
Aboriginal cultural heritage	Identify and describe the tangible and intangible Aboriginal cultural heritage values that exist across the whole project corridor and identify any need for surface survey and test excavation	Refer to Section 23.1 (Assessment methodology) and Section 23.2 (Existing environment) of Chapter 23 (Aboriginal heritage).
	Where Aboriginal cultural heritage values are identified, undertake consultation with Aboriginal people and document any outcomes	Aboriginal cultural heritage consultation is described in Section 23.1.2 (Consultation) of Chapter 23 (Aboriginal heritage).
	Assess any impacts on Aboriginal cultural heritage values and demonstrate how the project proposes to avoid or mitigate impacts	Refer to Section 23.3 (Assessment of potential impacts) and Section 23.4 (Environmental management measures) of Chapter 23 (Aboriginal heritage).
Biodiversity	Assess impacts on threatened ecological communities, endangered populations, threatened flora and fauna	Refer to Section 21.3 (Assessment of potential impacts) of Chapter 21 (Biodiversity).
	Undertake required species specific surveys	Refer to Section 21.1 (Assessment methodology) and Section 21.2 (Existing environment) of Chapter 21 (Biodiversity), as well as Appendix S (Biodiversity Assessment Report).
NSW OEH - Heritage Division and Heritage Council of NSW		
Non-Aboriginal heritage	Protect heritage items within and adjacent to the project area.	Refer to Section 20.3 (Assessment of potential impacts) and Section 20.4 (Environmental management measures) of Chapter 20 (Non-Aboriginal heritage) and Appendix K (Technical Working Paper: Non aboriginal heritage).
Department of Primary Industries (DPI)		
Project design and waterways	Avoid or minimise direct harm to aquatic habitats during construction	Refer to Section 16.3 (Assessment of potential impacts) and Section 16.4 (Environmental management measures) of Chapter 16 (Soil and water)
	Minimise erosion and sedimentation impacts during construction	Refer to Section 16.4 (Environmental management measures) of Chapter 16 (Soil and water quality).
	Reduce and minimise water quality impacts during construction and operation	Refer to Section 16.4 (Environmental management measures) of Chapter 16 (Soil and water quality).

Issue	Details	Response
	Treat and manage potential acid sulfate soil related impacts.	Refer to Section 16.4 (Environmental management measures) of Chapter 16 (Soil and water).
	Maintain the passage of fish when designing waterway crossings.	The project would maintain the passage of fish at all waterway crossings.
	Avoid the excavation of contaminated land in constructing waterway crossings over the Alexandra Canal.	The project would not require the construction of permanent or temporary piers within Alexandra Canal for the Campbell Road and Gardeners Road bridges. More detail is provided in Chapter 5 (Project description) and Chapter 17 (Contamination).
DPI (water)		
Biodiversity	Assess aquatic and riparian impacts on watercourses, wetlands and groundwater dependent ecosystems which may arise due to changes in groundwater levels, surface water flows and pumped discharges into watercourses or aquifers.	Refer to Chapter 19 (Groundwater) and Chapter 21 (Biodiversity).
Soil, water, hydrology and groundwater	Assess water quality impacts, including on Bardwell Creek, Wolli Creek, Cooks River, Alexandra Canal and associated wetlands.	Refer to Section 16.3 (Assessment of potential impacts) in Chapter 16 (Soil and water quality).
	Assess potential impacts on the hydrology of wetlands, including Eve Street Wetland.	Refer to Chapter 19 (Groundwater) and Chapter 21 (Biodiversity).
	Assess potential impacts of the project on other water users.	Refer to Section 19.3 (Assessment of potential impacts) of Chapter 19 (Groundwater).
	Provide detail on the water proposed to be taken (including through inflow and seepage) from each surface and groundwater sources as defined by the relevant water sharing plan, both during construction and operation of the road and tunnels.	Refer to Section 16.3 (Assessment of potential impacts) of Chapter 16 (Soil and water quality) and Section 19.3 (Assessment of potential impacts of Chapter 19 (Groundwater).
	Provide details on the site water balance, including the water supply source(s) for the project and any proposed surface water and groundwater extraction or induced drainage.	Refer to Section 16.3 (Assessment of potential impacts) of Chapter 16 (Soil and water) and Section 19.3 (Assessment of potential impacts of Chapter 19 (Groundwater).
NSW Health including Local Health Districts		
Human health	Assess human health impacts, both positive and negative in consultation with Health NSW.	Refer to Chapter 11 (Human health) and Appendix I (Technical working paper: Human health risk).

Issue	Details	Response
	Demonstrate how the design achieves the aim of minimising adverse health impacts whilst maximising health benefits.	Refer to Chapter 11 (Human health) and Appendix I .
Active transport	Assess access to public transport and opportunities for increasing physical activity	The project would provide around 14 kilometres of new and upgraded shared paths, footpaths and cycleways. In addition, opportunities for up to six hectares of new open space would be created at St Peters (subject to consultation with local councils and appropriate rezoning). Such inclusions increase active transport options and providing better links to existing public transport nodes. Further details are provided in Chapter 9 (Traffic and transport) and Chapter 14 (Visual impacts and urban design)
Transport for NSW		
Active transport	It is important to provide connections to Camdenville Park	The upgraded intersection of Campbell Street, Unwins Bridge Road, Bedwin Road and May Street would include pedestrian crossings at each leg of the intersection. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description)
	Phasing of traffic lights for cyclists at intersections is required on cycle paths	Refer to Chapter 9 (Traffic and transport)
	Safety by design would need to be considered for a cycle route through industrial areas, including adequate lighting	A 'safer design' report would be prepared during detailed design. A mitigation measure relating to this feedback is contained in Chapter 14 (Visual impacts and urban design)
Bus planning and service	Identify any changes to bus reliability and travel time changes due to the project.	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Bus priorities measures would be required, including bus lanes for Princes Highway, along with a Railway Road / Princes Highway / Canal Road route and intersection treatment at Sydney Park Road / Euston.	Refer to Chapter 3 (Strategic context and project need)
	Consultation on bus stop consolidation and potential bus stop impacts as a result of the project is required.	Consultation with Transport for NSW during the development of the project and preparation of the EIS is summarised in Section 7.3 . Consultation would be ongoing throughout the detailed design stage of the project. The community would be informed of any changes required during detailed design before changes are made during construction of the project.

Issue	Details	Response
Freight	Identify port access routes from the project and the WestConnex program of works	The Gardeners Road bridge would provide direct access to and from the St Peters interchange from the local road network and improve access to Sydney Airport and Port Botany. Additional access would be provided via Campbell Road bridge. The NSW Government is committed to delivering the future Sydney Gateway, which would complete the link to the Airport and Port Botany and is currently undergoing concept development and would be subject to a separate environmental assessment and approval. Refer to Chapter 3 (Strategic context and project need).
	Consider impacts from toll avoidance on local roads and identify enforcement measures to minimise impacts	Refer to Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport).
Sydney Water		
Construction	Require a condition assessment of the Alexandra Canal embankment to be undertaken prior to detailed design	A condition assessment of the Alexandra Canal embankment would be undertaken during detailed design, in consultation with Sydney Water. Monitoring of the stability of embankments would be undertaken during construction (refer to Chapter 20 (Non-Aboriginal heritage) for more detail).
	Concern regarding the proximity of the tunnelling works and potential impact from vibration on the South Western Suburbs Ocean Outfall Sewer	Refer to Section 12.3.2 (Assessment of potential impacts – Operation) in Chapter 12 (Noise and vibration) and Section 20.3.2 (Assessment of potential impacts – Operation) of Chapter 20 (Non-Aboriginal heritage).
Project design	Assess impacts of the project on Sydney Water assets including the Western Branch submain and a major wastewater asset	Refer to Chapter 12 (Noise and vibration), Chapter 19 (Groundwater) and Chapter 20 (Non-Aboriginal heritage).
	Consider any need to relocate, adjust or protect Sydney Water assets from project works	Refer to Section 5.8.5 (Utilities) of Chapter 5 (Project description).
	Ensure access to Sydney Water assets is retained throughout the life of the project	Access to Sydney Water assets would be maintained throughout the life of the project
	Ensure the project does not preclude options for future flood management works including pipe amplifications and overland flow path provisions	See Chapter 18 (Flooding and drainage)
	Assess impact of the project crossing the heritage listed Alexandra Canal and the NSW EPA order to restrict disturbance to the sediment in its base	Refer to Section 17.3 (Assessment of potential impacts) of Chapter 17 (Contamination) and Section 20.3 (Assessment of potential impacts) of Chapter 20 (Non-Aboriginal heritage)
Department of Education		
Noise and vibration	Concerned about potential noise impacts at St Peters Public School during construction and operation	Refer to Section 12.3 (Assessment of potential impacts) of Chapter 12 (Noise and Vibration).

Issue	Details	Response
Safety	Concerned about pedestrian safety to access to St Peters Public School during construction and operation	Detailed pedestrian and cycle routes would be included in the Construction Environmental Management Plan. In general, clear and safe temporary pedestrian access would be provided, the community would be notified in advance and any temporary changes would include clear signage. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description), Section 6.9.2 (Cyclist and pedestrian management) of Chapter 6 (construction) and Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
Social	Potential loss of enrolments at St Peters Public School due to property acquisition required for the project	Refer to Chapter 15 (Social and economic)
Department of Infrastructure and Regional Development (DIRD)		
Approval of Government Agency / Authority	Compliance of ventilation outlet emissions from facilities in St Peters, Arncliffe and Kingsgrove in the prescribed airspace of Sydney Airport	Refer to Chapter 10 (Air quality)
	Approval of a controlled activity under the <i>Airports (Protection of Airspace) Regulations 1996</i>	Refer to Chapter 10 (Air quality)
Sydney Airport Corporation Limited		
Approval of Government Agency / Authority	Compliance of ventilation outlets with Sydney Airports Obstacle Limitation surface and Procedures for Air Navigation Services – Aircraft Operations Surfaces	Refer to Chapter 10 (Air quality)

7.4.2 Issues raised by local government

Table 7-12 is a summary of the issues raised by local government during the preparation of the EIS and provides a response to these issues or indicates where in the EIS this issue has been addressed.

Table 7-12 Issues raised by local government

Issue	Details	Response
Canterbury City Council		
Air quality	Identify the location of the ventilation facilities and assess air quality impacts	Ventilation facilities for the project would be located at Kingsgrove, Arncliffe and St Peters. Refer to Chapter 10 (Air quality).
Amenity	Assess the visual impacts of the ventilation facilities	Refer to Section 14.3 (Assessment of potential impacts) of Chapter 14 (Visual impacts and urban design).
Environment	Assess and mitigate water quality impacts on watercourses within the project area, in particular on Wolli Creek and the Cooks River	Refer to Section 16.3 (Assessment of potential impacts) and Section 16.4 (Environmental management measures) of Chapter 16 (Soil and water quality).
	Assess impacts on contaminated sites within the project area	Refer to Section 17.3 (Assessment of potential impacts) of Chapter 17 (Contamination)
	Identify how the impacts of flooding will be mitigated during and after construction particularly in and around Bexley.	Refer to Section 18.4 (Environmental management measures) of Chapter 18 (Flooding and drainage).
	Avoid impact on Cooks River Clay Plain Scrub Forest and Wolli Regional Park.	The project will not impact Cooks River Clay Plain Scrub Forest and Wolli Creek Regional Park. Refer to Chapter 21 (Biodiversity) for more detail.
	Opposed to cut and cover construction as this removes seed bank from the soil and minimises the types of species that can grow in these areas in the future.	Cut and cover construction works will be limited to the eastern and western portals and the tunnel stub for the future M4-M5 Link under Campbell Road. These works would be located in urbanised areas with limited potential for containing seedbanks. Refer to Section 6.6.5 (Other bulk earthworks) of Chapter 6 (Construction) for more detail.
Heritage	Assess impacts on Aboriginal cultural heritage site along Wolli Creek from investigations, construction and operations of the project	Refer to Section 23.3 (Assessment of potential impacts) of Chapter 23 (Aboriginal heritage).
Land use and property	Identify the location and extent of potential land required for the project and in particular public land	Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property).
	Identify any potential loss of recreational land and environmental lands and any proposed offsetting arrangements.	Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property). Biodiversity offset requirements are detailed in Section 21.4.1 (Biodiversity offsets) of Chapter 21 (Biodiversity).
	Identify potential land severance and disposal or reuse of any surplus land acquired to build the project.	Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property).

Issue	Details	Response
Hurstville City Council		
Refer to issues raised during the Western Council Reference Group.		
Rockdale City Council		
Biodiversity	Identify the extent of the impact and measures proposed to avoid, minimise and, if required, offset the impacts	Refer to Section 21.3 (Assessment of potential impacts) and Section 21.4 (Environmental management measures) of Chapter 21 (Biodiversity).
	Refer to Council's draft Biodiversity Strategy for information on key natural assets including threatened ecological communities	See Chapter 21 (Biodiversity).
	Assess impacts on Marsh Street, Spring Street, Landing Lights and Wolli Creek wetlands	Refer to Section 19.3 (Assessment of potential impacts) of Chapter 19 (Groundwater) and Section 21.3 (Assessment of potential impacts) of Chapter 21 (Biodiversity).
	Assess impacts on migratory/threatened coastal birds as well as small bushland birds in Wolli Creek and Rockdale wetlands	Refer to Section 21.3 (Assessment of potential impacts) of Chapter 21 (Biodiversity).
Design	Ensure the design is consistent with relevant policies including <i>Beyond the Pavement</i> (Roads and Maritime March 2014)	The urban design and landscape component has been developed in accordance with Roads and Maritime Guidelines including <i>Beyond the Pavement</i> . Refer to Section 14.1 (Assessment methodology) of Chapter 14 (Visual impacts and urban design).
Flooding	Identify the potential impacts of the project on existing flood regimes, including impacts to existing receiver and infrastructure and future development potential of affected land, demonstrating consideration of the changes to rainfall frequency and/or intensity as a result of climate change on the proposal	Refer to Section 18.3 (Assessment of potential impacts) of Chapter 18 (Flooding and drainage).
	Address the compatibility of the project with the flood hazard of the land	Refer to Section 18.3 (Assessment of potential impacts) of Chapter 18 (Flooding and drainage).
	Ensure the project does not have a significant adverse effect on flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties	Refer to Section 18.3 (Assessment of potential impacts) of Chapter 18 (Flooding and drainage).
	Ensure appropriate measures are incorporated into the project to manage risk to life from flood	Refer to Section 18.4 (Environmental management measures) of Chapter 18 (Flooding and drainage).

Issue	Details	Response
Heritage	Refer to the <i>Rockdale City Council Aboriginal Heritage Study</i> (Mitchell McCotter, 1999) when conducting the Aboriginal Cultural Heritage Assessment	Any Aboriginal sites identified in that study are legally required to be registered on AHIMS. As such, our AHIMS search would have identified any identified sites. In addition, a precautionary approach was adopted for the assessment whereby areas of potential Aboriginal heritage sensitivity within the Project Corridor (inclusive of the Rockdale City Council LGA) were comprehensively assessed and identified.
	The non-Aboriginal heritage assessment should consider previous heritage studies as identified by Council	Refer to Section 20.1 (Assessment methodology) of Chapter 20 (Non-Aboriginal heritage).
	A site specific Statement of Heritage Impact should be completed if an item of cultural heritage will be directly impacted. This should include measures taken to mitigate against any loss of heritage significance.	Statements of Heritage Impacts have been prepared for heritage listed items that have potentially full or partial impacts. Refer to Section 20.3 (Assessment of potential impacts) of Chapter 20 (Non-Aboriginal heritage).
Land use and property	Concern about compulsory acquisition of land at Cooks Cove and potential use of this site as a construction compound	Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property).
Social	Identify impacts on open space and investigate further.	Refer to Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
Traffic and transport	Allow for safe and connected travel for those choosing to use sustainable transport during construction and operation	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Consider existing and future public transport links into the design, particularly buses	Chapter 3 (Strategic context and project need) and Chapter 9 (Traffic and transport).
	Ensure local traffic amenity and safety is not adversely impacted any more than necessary (ensuring access to schools, churches, parks, reserves and emergency services)	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Ensure that any subsequent additional works including a potential southern connection is adequately accounted for including additional active and public transport associated with any motorway works	The project would include a tunnel stub, providing for the connection of a future southern extension motorway without affecting operation of the project. The future Southern Extension is in early development stages, and subject to separate environmental assessment, approvals and consultation. Refer to Chapter 5 (Project description) for more detail.

Issue	Details	Response
	Identify alternative cycling routes to those no longer available due to construction and those inadequately catered for as part of the initial construction ie shoulders of the M5 East Motorway.	The cycleways on the shoulders of the M5 East Motorway at the western end of the project would be permanently closed as a result of the King Georges Road Interchange Upgrade project. This is not expected to cause a major impact, as only up to nine cycle movements a day happen on these facilities. Some facilities would experience diversions during construction of the project. Upgraded facilities in the M5 East Motorway corridor would be provided as an alternative access for cyclists as the shared route on the southern side of the M5 East Motorway would be permanently closed. Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
Issues raised through the Canterbury City, Hurstville City and Rockdale City Council Reference Group		
Active transport	Ensure pedestrian and cyclist access is maintained during and after construction along the M5 East Linear Park	Temporary diversions would be in place for the southern path in the M5 East Linear Park as the shared route on the southern side of the M5 East Motorway would be permanently closed. Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
Construction	Minimise the use of council land for construction compounds and permanent facilities associated with the motorway.	The project has been designed to minimise the need to acquire and use private land. As a result, the use of publicly owned land has been sought wherever possible. Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property) for more detail.
	Provide details on the amount of spoil to be removed from the midway tunnelling point, confirmation of the haulage routes and confirmation on where spoil would be taken.	Details on spoil removal are outlined in Chapter 6 (Construction work), Chapter 9 (Traffic and transport) and Chapter 24 (Construction resource use and waste minimisation).
Construction traffic	Minimise heavy vehicle use of local streets during construction where possible	The construction compounds have been designed to limit the need for construction traffic to use local roads for access. Refer to Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport).
Operational traffic	Consider the impact of toll avoidance and how this might change local traffic patterns	Refer to Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport).
Social	Some of the road reservation space in the M5 East Motorway corridor is frequently used by members of the public as recreational space	Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property) and Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
	Concern about the temporary loss of public green space around Tallawalla Street and Beverly Grove Park	Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property) and Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).

Issue	Details	Response
Marrickville Council		
Air quality	Identify the number and location of the ventilation outlets and the technology to be utilised to ensure adequate air quality	Refer to Section 5.8.2 (Tunnel ventilation systems and facilities) of Chapter 5 (Project description) and Chapter 10 (Air quality).
	Air quality should be actively enhanced via appropriate filtration of ventilation outlets and appropriate distribution of traffic to suitable routes	Refer to Section 4.5.1 (Ventilation) of Chapter 4 (Project development and alternatives), Chapter 9 (Traffic and transport), Chapter 10 (Air quality) and Chapter 11 (Human health).
Amenity	Consider ways to reduce the impact on local amenity for residents and businesses	Refer to Chapter 4 (Project development and alternatives), Chapter 6 (Construction work), Chapter 13 (Land use and property), Chapter 14 (Visual impacts and urban design) and Chapter 15 (Social and economic).
	The project should not create a significant increase in traffic along the Princes Highway and King Street Newtown, which would have a detrimental impact on the amenity, economic viability and appearance of Newtown	The project would not change current parking and clearway arrangements on King Street. Effort has been made to concentrate movements from the St Peters interchange on Euston and Campbell Road. Refer to Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport).
Consultation	There has been a lack of detailed information and community consultation	Extensive engagement with community and stakeholders has been undertaken since the announcement of the New M5. The consultation that has been undertaken prior to and during the preparation of the EIS is detailed in Section 7.3 of this chapter.
Economic	The project would impact the economic viability of King Street, Newtown and has the potential to require additional vehicle capacity on King Street in the form of a clearway extension	The project does not include any changes to existing parking and clearway arrangements on King Street. Refer to Chapter 9 (Traffic and transport) and Chapter 15 (Social and economic).
	Assess the impact on surrounding businesses including within the St Peters triangle	Refer to Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
	The economic impact assessment should consider for local population loss as a result of increased traffic volumes in the local area and the potential impact on local economic activity	Refer to Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
Project design	Under the assessment of alternatives, outline how the project would include options to direct traffic to Sydney Airport and Port Botany, rather than to streets to the north, west, and east of St Peters	Refer to Chapter 4 (Project development and alternatives).

Issue	Details	Response
	The Sydney Gateway component of the WestConnex program of works (providing direct connections to Sydney Airport and Port Botany via Qantas Drive) should form part of the New M5 project	The future Sydney Gateway is currently undergoing concept development and does not form part of this project. The future Sydney Gateway would be delivered at a later date, subject to a separate assessment and approval. Refer to Chapter 1 (Introduction) and Chapter 5 (Project description).
	Concerned about delays to the delivery of the M4-M5 Link project.	The future M4-M5 Link is currently undergoing concept development and is subject to a separate planning approval. As part of the WestConnex program of works, the future M4-M5 Link is identified as a priority in the State Infrastructure Strategy. The NSW Government is committed to delivering the future M4-M5 Link.
Project scope	Justification for why connections to Sydney Airport and Port Botany were omitted from the New M5 project scope	The Gardeners Road bridge would provide direct access to and from the St Peters interchange from the local road network and improve access to Sydney Airport and Port Botany. Additional access would be provided via Campbell Road bridge. The NSW Government is committed to delivering the Sydney Gateway, which is currently undergoing concept development and would be subject to a separate environmental assessment and approval. Refer to Chapter 3 (Strategic context and project need), Chapter 4 (Project development and alternatives) and Chapter 31 (Project justification and conclusion) for more information on the scope of the project.
	Provide direct connections to Canal Road and Ricketty Street rather than widening Campbell Street and Euston Road	Refer to Section 4.4.3 (interchange configuration and connectivity) of Chapter 4 (Project development and alternatives).
Social	The social impact assessment should provide a comparison of the impacts of all options in relation to community health as well as individual physical and mental health including, opportunity for engagement in healthy activity, social inclusion, crime, access to education, housing affordability, family cohesion, cohesion of social/support networks, nutrition, secure access to food and air, and water quality	See Chapter 15 (Social and economic).
	Assess potential socio-economic impacts on households, individuals, local organisations, whole neighbourhoods and local interest groups, as well as the wider community as a whole	Refer to Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).

Issue	Details	Response
Traffic and transport	Opposition to Campbell Street and Campbell Road widening.	Refer to Chapter 3 (Strategic context and project need), Chapter 4 (Project development and alternatives) and Chapter 5 (Project description).
	Concern about impact on traffic congestion on Campbell Street and Campbell Road, even if it is widened	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	The project would cause rat running on local roads	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	The local road network in Marrickville is already at capacity. The project would increase local traffic congestion particularly in the interim period before the M4-M5 Link is operational	Refer to Section 9.2 (Existing environment) and Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Concern the future M4-M5 Link will not be built leaving traffic exiting the main alignment tunnels into local streets in the Marrickville local government area	As part of the WestConnex program of works, the future M4-M5 Link is identified as a priority in the State Infrastructure Strategy. The NSW Government is committed to delivering the future M4-M5 Link. The future M4-M5 Link is currently undergoing concept development and is subject to a separate planning approval. The assessment of traffic implications of the project with and without the full WestConnex program of works is provided in Chapter 9 (Traffic and transport)
	Concern the widening of streets immediately adjacent to the exits of the New M5, namely Campbell Road, Campbell Street and Euston Road, would displace congestion to other squeeze points at the next major intersections such as Bedwin Road and Sydney Park Road. Widening of these intersections would further degrade the amenity of local communities and is not supported	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Assess the destinations of traffic exiting the New M5 tunnels at St Peters interchange and where and by what means this traffic would be disseminated.	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Assess the impact of induced traffic demand as a result of the opening of the New M5, resulting in potentially more vehicles on local roads	Refer to Section 9.1 (Assessment methodology) and Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
Urban revitalisation	There is a lack of clear commitment to achieving comprehensive street revitalisation as a result of the construction of the project.	Refer to Chapter 14 (Visual impacts and urban design) and Appendix L (Urban Design Report).

Issue	Details	Response
City of Botany Bay Council		
Consultation	Subject to the location and height of the ventilation outlets, consult with Airservices Australia and Sydney Airports Corporation Limited	Refer to Section 7.3.2 (Consultation undertaken during preparation of the EIS) of this chapter.
Design	Investigate and assess impacts on existing services and utilities as a result of the project	Refer to Section 7.3.2 (Consultation undertaken during preparation of the EIS) of this chapter.
Environment	Consider the location of the project on Class 2 – Acid Sulfate land.	Refer to Chapter 16 (Soils and water quality) and Chapter 17 (Contamination).
	Consider potential contaminated land and/or unhealthy building land sites along the project alignment.	Refer to Chapter 17 (Contamination).
	Assess the potential impact of flooding on the project	Refer to Section 18.3 (Assessment of potential impacts) of Chapter 18 (Flooding and drainage).
Heritage	Consider any impact on the heritage listed sandstone embankment wall of the Alexandra Canal	Refer to Chapter 20 (Non-Aboriginal heritage).
Planning process	The EIS is to consider potential impacts (noise, air quality, health, land use, social, economic and amenity) on the Mascot Station Precinct during construction and operation of the New M5	Refer to Chapter 10 (Air quality), Chapter 11 (Human health), Chapter 12 (Noise and vibration), Chapter 14 (Visual impacts and urban design) and Chapter 15 (Social and economic).
	Consider any impacts of the Planning proposal No. 1/2014 on the project program	The cumulative impacts of the project have been considered in Chapter 27 (Cumulative impacts). The cumulative impact assessment included major projects, as identified by the DP&E and other strategic projects being considered by government. The design of the project (refer to Chapter 5 (Project description)) and the traffic and transport assessment (refer to Chapter 9) has also taken into account projected land use in the local area.
Traffic and transport	Identify the routes and distribution of vehicles on the existing surface road network, which provides connection between the New M5 project and the airport precinct and Port Botany	Refer to Section 9.2 (Existing environment) of Chapter 9 (Traffic and transport).
	Evaluate the existing performance and assess the likely impacts on key intersections within the Botany Bay local government area (LGA)	Refer to Section 9.2 (Existing environment) of Chapter 9 (Traffic and transport).
	Assess the construction and operational traffic impacts on key local and regional roads within the Botany Bay LGA and identify measures to avoid, mitigate and manage any adverse impacts	Where reasonable and feasible, construction compounds for the project have been designed with access to reduce the need for construction traffic (including heavy vehicles) to use local roads. Refer to Section 9.3 (Assessment of potential impacts) and Section 9.4 (Environmental management measures) of Chapter 9 (Traffic and transport).

Issue	Details	Response
	Assess impacts on Gardeners Road from east-west traffic movement generated by the project and consider potential upgrade or improvement works	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Concern Bourke Street is unable to handle additional traffic generated by the project	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Provide interim mitigation measures and alternative routes to ensure Bourke Street is not used as a thoroughfare to Sydney Airport and Port Botany between the opening of the New M5 and the completion of the M4-M5 Link in 2023	The performance of the road network would be monitored 12 months after the opening of the project. Should impacts to Bourke Street be identified at this time, measures to minimise these impacts would be considered, in consultation with Council.
	The Mascot Station Precinct is undergoing significant transformation. Assess the cumulative traffic impacts generated by development in this area together with any project related traffic impacts	The operational traffic assessment has taken into account future development in the local area. Refer to Section 9.1 (Assessment methodology) and Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport). The cumulative impacts of the project have been considered in Chapter 27 (Cumulative impacts).
City of Sydney		
Air quality	Carefully consider the location of the ventilation outlets and ensure appropriate mitigation measures are implemented to minimise impacts on the surrounding environments	Refer to Section 4.5.1 (Ventilation) of Chapter 4 (Project development and alternatives) and Chapter 10 (Air quality).
	Request for ventilation outlets to be filtered and ongoing monitoring at these sites should be undertaken	Filtration of ventilation facilities would not be required to achieve the necessary air quality standards. Continuous monitoring of air quality would be undertaken during project operation. Refer to Section 4.5.1 (Ventilation) of Chapter 4 (Project development and alternatives), Chapter 10 (Air quality) and Chapter 11 (Human health).
Amenity	Impact on Sydney Park and impact on access to this green space	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9, Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property) and Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
Consultation	Traffic modelling forecasts and the expected additional traffic on local roads have not been provided	Refer to Section 9.2 (Existing environment) and Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Concern consultation has been fragmented and does not meet the standards envisaged in the current NSW planning reforms	Consultation has been in accordance with the WestConnex Community Consultation Framework (refer to Appendix E) and the SEARS (refer to Table 7-1).

Issue	Details	Response
Project delivery process	Concern signing key contracts before the environmental impact assessment is completed means the timing could prevent any significant modifications to the proposal as a result of community feedback raised in the planning process.	The selection of a preferred tenderer and design at the same time that the EIS is being prepared means that the EIS can be more precise and provide more meaningful information for the community to consider. Contracts are subject to planning approval being granted following the EIS. Community and stakeholder feedback provided since early consultation has been considered as part of the tenderers' design development, as outlined in this chapter. Further, any feedback received from the community and stakeholders during the exhibition of the EIS would be considered during the preparation of a preferred infrastructure report and response to submissions. During the preparation of this report, the design of the project may be amended to reflect feedback received during exhibition of the EIS.
	Request an appropriate value capture mechanism is developed to ensure the effects of the project can be balanced between communities	Refer to Chapter 31 (Project justification and conclusion).
Project justification	Alternative public transport and rail solutions have not been adequately considered	Refer to Section 4.2 (Strategic alternatives) of Chapter 4 (Project development and alternatives).
Project scope	Concern that the current proposal does not connect to the port and airport. The important link to Port Botany and Sydney Airport (known as the 'Sydney Gateway') is currently unfunded and there are no guarantees the project will be built by the scheduled completion date of 2023.	The Gardeners Road bridge would provide direct access to and from the St Peters interchange and improve access to Sydney Airport and Port Botany. Additional access would be provided via Campbell Road bridge. The NSW Government is committed to delivering the future Sydney Gateway, which is currently undergoing concept development and subject to separate environmental assessment and approval.
	Concern that the project is disconnected from new housing and urban renewal.	UrbanGrowth NSW is leading the urban renewal planning along the project alignment. Ongoing consultation with UrbanGrowth NSW and DP&E has been undertaken to optimise integration of land use and transport initiatives. The project would provide important links between residential and economic employment centres across South West and Western Sydney, including linking the growing regions of Sydney and growth corridor around the M7 Motorway with the port and airport. The St Peters interchange has been designed to enhance connectivity for residents to open space and active transport links taking into account the needs of growing populations at Erskineville (Ashmore Estate) and Mascot (Mascot Station Town Centre Precinct). Growth in these areas has been considered in this EIS. Refer to Chapter 4 (Project development and alternatives), Chapter 13 (Land use and property) and Chapter 15 (Social and economic).

Issue	Details	Response
	Request for public transport and freight priority measures to be included in the scope of the project.	<p>The WestConnex program of works would provide important improvements to the Sydney motorway orbital – improving travel times and reliability for freight and public transport.</p> <p>It is one part of an integrated transport and infrastructure solution for Sydney and would provide opportunities for bus priority measures and increased bus services. The NSW Government has also committed to other key priorities identified in the State Infrastructure Strategy, including the Sydney Metro (City and South West) and Sydney Metro North West. Refer to Chapter 3 (Strategic context and project need) for more detail.</p>
	Concern the project was intended to improve freight movements but now has an emphasis on general traffic	<p>The M5 East Motorway corridor provides the main passenger, commercial and freight connection between South West Sydney and the Sydney CBD, Sydney Airport and Port Botany. There is limited available freight capacity on the shared rail network in the metropolitan area, and priority for passenger trains in the rail timetables further constrains freight movements.</p> <p>By alleviating traffic congestion on the M5 East Motorway Corridor, the project would allow for improved travel times and reliability. This would benefit all motorists, with particular economic and freight benefits. Refer to Chapter 3 (Strategic context and project need) and Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).</p>
	Tunnels should be designed to be adaptable to accommodate a variety of public transport modes in the future.	<p>The main alignment tunnels would be configured as follows:</p> <ul style="list-style-type: none"> Between the western portals and Arncliffe, the tunnels would be built to be three lanes wide but marked for two lanes as part of the project. Any change from two lanes to three lanes would be subject to future environmental assessment and approval Between Arncliffe and St Peters, the tunnels would be built to be five lanes wide but marked for two lanes as part of the project. Any change from two lanes to any of three, four or five lanes would be subject to future environmental assessment and approval. <p>Changes to the lane configuration within the main alignment tunnels or to support new public transport options, would be subject to separate assessment and approval under the EP&A Act.</p>
Traffic and transport	Concern that the WestConnex program of works will result in additional traffic generation in the city's already constrained road network	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).

Issue	Details	Response
	The project would cause increased traffic congestion on King Street and other surrounding local streets and neighbourhoods in St Peters, Alexandria, Green Square and Erskineville	Traffic impacts are discussed in Chapter 9 (Traffic and transport).
	Impact of traffic congestion on Green Square and Ashmore.	Traffic impacts are discussed in Chapter 9 (Traffic and transport).
Urban revitalisation	Concern the envisaged urban revitalisation will not be achieved without significant removal of surface traffic from arterial roads and commitment to budget for the necessary improvements	Traffic impacts are discussed in Chapter 9 (Traffic and transport).
Issues raised through the City of Sydney, City of Botany Bay and Marrickville Council Reference Group		
Active transport	City of Sydney requested consideration of a wider, separated cycle path along Euston Road between Campbell Road and Sydney Park Road	An upgraded footpath would be provided along Euston Road. A separate cycle path would require additional land acquisition and would have had greater impacts on Sydney Park as a result. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description), Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport) and Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property).
	Marrickville Council requested pedestrians be prioritised over cars next to St Peters Station and King Street at Newtown Station	Any changes to pedestrian prioritisation in and around King Street, St Peters Station and Newtown Station are outside of the scope of this project.
	Consider Marrickville Council's plans to provide a new cycle route along Unwins Bridge Road	The project includes a dedicated cycleway along the northern side of Campbell Street that would connect May Street in the north with Sydney Park and Bourke Street cycleway further south. This would allow a future connection to any cycleway created along Unwins Bridge Road. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description) and Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport)
	Consider how pedestrians will get across widened roads and upgraded junctions.	New and upgraded intersections would include signalised pedestrian crossings and cycle crossings where dedicated cycleways are located. A new bridge would be built over Campbell Road. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description).
Land use and property	Concern the road reservation would remain in place after the project is complete	Removing the existing road reservation from properties in the Campbell Road and Campbell Street corridor would be a matter for Government.

Issue	Details	Response
	Consider the opportunity to create an extension to Sydney Park with residual land following completion of the project. Consider City of Sydney's long-term plans to establish a city farm at Sydney Park.	The project includes potential for an additional six hectares of open space. There would also be the opportunity for an additional 2.5 hectares of open space at the completion of the future M4-M5 Link, which would have access to Sydney Park via a new bridge over Campbell Road. Any new open space would be subject to consultation with local councils. The project will not impact plans for the City Farm at Sydney Park. Refer to Chapter 13 (Land use and property) and Chapter 14 (Visual impacts and urban design).
Project design	Consider reconfiguration of Bedwin Road Bridge to allow for better pedestrian and cycle access	The project would only involve small changes to Bedwin Road to support the connection of the upgraded Campbell Street. No further changes fall within the scope of the project. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description).
	Include elements in the St Peters Interchange design which discourage through traffic into local residential areas and to include consideration of areas where pedestrian prioritisation can be achieved	The performance of the road network would be monitored 12 months after the opening of the project. Additional changes needed to local roads would be considered at this time, and would be considered in consultation with the Council reference group.
	Prioritise Campbell Road and Euston Road as the main traffic routes around Sydney Park and downgrade traffic on Princes Highway and Sydney Park Road to ensure Sydney Park is not surrounded by busy roads and the park is connected to residential areas	The design includes Gardeners Road, Campbell Road and Euston Road as the main routes to and from St Peters interchange at completion of the project. Connectivity into Sydney Park would be improved through the provision of new and upgraded cycleways, shared paths and pedestrian paths. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description), Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport) and Section 14.3 of Chapter 14 (Visual impacts and urban design).
	Request to remove the Campbell Road bridge over Alexandra Canal in favour of the Gardeners Road bridge	The Campbell Road Bridge over Alexandra Canal would provide an important new link for local traffic, pedestrians and cyclists between St Peters and Mascot town centre. Removing the bridge from the project design would reduce the improvements to local connectivity. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description).
Project justification	Concern NSW Government not releasing the WestConnex business case	Information regarding the WestConnex Business Case is available at www.westconnex.com.au . Refer to Chapter 31 (Project justification and conclusion) for more detail regarding justification of the project against the project objectives.

Issue	Details	Response
Project scope	Concerned connections to the airport and port are not being included in the New M5 project scope	The Gardeners Road bridge would provide direct access to and from the St Peters interchange from the local road network and improve access to Sydney Airport and Port Botany. Additional access would be provided via Campbell Road bridge. The NSW Government is committed to delivering the future Sydney Gateway, which is currently undergoing concept development and would be subject to a separate environmental assessment and approval. Refer to Chapter 3 (Strategic context and project need).
	Concern about urban renewal being removed from the scope of the WestConnex program of works.	Ongoing consultation with UrbanGrowth NSW and DP&E has been undertaken to optimise integration of land use and transport initiatives. The project would provide important links between residential and economic employment centres across South West and Western Sydney, including linking the growing regions of Sydney and growth corridor around the M7 Motorway with the port and airport. The St Peters interchange has been designed to enhance connectivity for residents to open space and active transport links taking into account the needs of growing populations at Erskineville (Ashmore Estate) and Mascot (Mascot Station Town Centre Precinct). Growth in these areas has been considered in this EIS. Refer to Chapter 4 (Project development and alternatives), Chapter 13 (Land use and property) and Chapter 15 (Social and economic).
Social	Concern about the potential loss of green space in Sydney Park, Simpson Park and other local parks	There is potential for an additional six hectares of open space to be created at the end of construction (subject to consultation with relevant councils). Simpson Park would not be impacted by the project. Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property) and Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
Traffic and transport	Concern regarding local traffic congestion in areas scheduled for densification including Green Square and Ashmore	Future development has been taken into account in the operational traffic assessment. Refer to Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport).
	Concern about increased traffic congestion on King Street, Newtown	There are no planned changes to the existing clearway and parking arrangements on King Street as part of the project.
	Concern toll avoidance will potentially change local road traffic	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport) and the Technical working paper: Traffic and transport (Appendix G).

Issue	Details	Response
	Concern about the high level of development in Mascot Town Centre and associated traffic congestion in this area	Future development has been taken into account in the operational traffic assessment. Refer to Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport).
	Concern about impacts on local roads if the future M4-M5 Link is not built	As part of the WestConnex program of works, the future M4-M5 Link is identified as a priority in the State Infrastructure Strategy. The NSW Government is committed to delivering the future M4-M5 Link, which is currently undergoing concept development and subject to a separate environmental assessment and approval. Refer to Chapter 3 (Strategic context and project need).
	Consider providing on-street parking in areas where speed limits are reduced e.g. Campbell Street north of the Princes Highway	Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description) and Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Minimise opportunities for rat running along local roads.	The performance of the road network would be monitored 12 months after the opening of the project. Any additional changes needed to local roads would be identified at this time, and would be considered in consultation with the relevant Council.
	Concern about loss of parking and clearways being applied to Edgeware Road.	There are no plans to remove parking or apply clearways to Edgeware Road as part of the project.

7.4.3 Issues raised by the community

Table 7-13 provides a summary of the issues raised by the community, community groups (including pedestrian and bicycle user groups), businesses and adjoining and affected landowners during the preparation of the EIS. It consolidates the issues raised for the purpose of the EIS. **Table 7-13** also provides a response to these issues or indicates where in the EIS this issue has been addressed.

Table 7-13 Issues raised by the community

Issue	Details	Response
Overarching project issues		
Air quality, ventilation and health	Request to provide filtration on ventilation outlets	The air quality assessment demonstrates that ventilation outlets are effective at maintaining local air quality. Provision of a tunnel filtration system does not represent a feasible and reasonable mitigation measure, and is not being proposed. Refer to Section 10.8 (Operational impacts) of Chapter 10 (Air quality).
	Transparency and availability of data on current and future air quality	Refer to Chapter 10 (Air quality), Chapter 11 (Human health), Appendix H (Technical working paper – air quality) and Appendix I (Technical working paper – Human health).
	Concern about locating ventilation outlets close to homes	Refer to Section 4.5.1 (Ventilation) of Chapter 4 (Project development and alternatives), Chapter 10 (Air quality) and Chapter 11 (Human health).
	Concern about health impacts on residents living close to ventilation outlets	Refer to Chapter 10 (Air quality) and Chapter 11 (Human health).
	Concern about increased levels of dust during construction	Refer to Section 10.6 (Assessment of potential impacts – construction) of Chapter 10 (Air quality).
	Request for more detailed information on the management of tunnel emissions	Refer to Section 5.8.2 (Tunnel ventilation systems and facilities) of Chapter 5 (Project description) and Section 10.4 (Environmental management measures) of Chapter 10 (Air quality).
Amenity	Concern about the height and visual impact of the ventilation outlets	Refer to Section 14.3.2 (Assessment of potential impacts – operation) of Chapter 14 (Visual impacts and urban design).
Construction	Concern about heavy vehicles using local streets during construction	Refer to Section 6.9 (Traffic management and access) of Chapter 6 (Construction works) and Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport).
	Concern about contractors parking on local streets during construction	Refer to Section 6.9 (Traffic management and access) of Chapter 6 (Construction works) and Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport).

Issue	Details	Response
Consultation	Availability of maps, tunnel alignment and clarification of properties being acquired	Refer to Chapter 5 (Project description) and Chapter 13 (Land use and property). An online tunnelling map would also be provided during the exhibition of the EIS on the WestConnex project website (www.westconnex.com.au).
	Complaint that property owners had not been notified of subsurface acquisition	The formal process of acquiring subsurface land has not started. Owners of properties immediately above the proposed tunnel alignment are in the process of being consulted to discuss tunnelling and the process for subsurface acquisition – noting that compensation for this is not payable under the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> , unless specific circumstances as detailed in the Act apply. Preliminary information on subsurface acquisition was provided in the community update brochure distributed in early September to around 60,000 residences and businesses along the project alignment from Beverly Hills to St Peters.
	Request for an extended EIS exhibition period	Any extension of the statutory 30 day exhibition period is a decision for DP&E and the Minister for Planning.
Environmental assessment	Concern that property acquisition and project development is progressing before the completion of the EIS	Selecting a preferred design during the preparation of the EIS allows for more precise and meaningful information for the community to consider. Community and stakeholder feedback received during early consultation and throughout the preparation of the EIS was considered as part of the tenderers' design development, as outlined in this Chapter. Roads and Maritime is required to respond to all feedback received in submissions in a submissions report and this may result in changes to the design. The need to acquire property has been minimised as much as possible in the development of the project design. Where property is being acquired, this is happening following the requirements of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> . See Chapter 13 (Land use and property).
Land use and property	Concern about impact of project on property values	A number of factors influence property values, including market conditions, economic activity in the area, and accessibility of infrastructure.

Issue	Details	Response
	Concern about damage to properties from vibration during tunnelling and other construction activities	Condition surveys would be carried out on properties and structures equal to 50 metres from the outer edge of the tunnels at the surface and within 50 metres of surface works. These dilapidation surveys would be used to establish the existing condition of potentially affected structures. Refer to Section 12.4 (Environmental management measures) of Chapter 12 (Noise and vibration). Refer to Section 12.3 (Assessment of potential impacts) of Chapter 12 (Noise and vibration).
	Concern about the impact of sub-stratum acquisition on future development plans (eg. underground parking)	The impact of the project on properties and future development potential is discussed in Chapter 13 (Land use and property).
	Request for property condition surveys prior to construction commencing	Condition surveys would be carried out on properties and structures equal to 50 metres from the outer edge of the tunnels at the surface and within 50 metres of surface works. These dilapidation surveys would be used to establish the existing condition of potentially affected structures. Refer to Section 12.4 (Environmental management measures) of Chapter 12 (Noise and vibration).
Noise and vibration	Concern about the impact of noise and vibration during construction	Refer to Section 12.3 (Assessment of potential impacts) of Chapter 12 (Noise and vibration).
	Concern about the cumulative impact of noise from construction with airport noise	Refer to Section 12.3 (Assessment of potential impacts) of Chapter 12 (Noise and vibration).
	Concern about increased traffic noise from local road upgrade/widening near residential properties	Refer to Section 12.3 (Assessment of potential impacts) of Chapter 12 (Noise and vibration).
	Concern about vibration impacts on properties close to construction areas and from tunnelling	Refer to Section 12.3 (Assessment of potential impacts) of Chapter 12 (Noise and vibration).
Project development and process	Request for more information on the proposed southern extension	There is potential for a future Southern extension, which would connect to the main alignment tunnels at around Arncliffe at the Southern extension stub tunnels. The Southern extension is in very preliminary stages, and further consultation on this project would be undertaken. Refer to Chapter 3 (Strategic context and project need).
	Request to accelerate the construction of the M4-M5 Link	The NSW Government is committed to constructing the future M4-M5 Link by 2023. There are limited opportunities to accelerate this project, which is in a concept development stage.

Issue	Details	Response
	Request to accelerate the construction of the Gardeners Road ramps in Mascot	The Gardeners Road bridge would provide direct access to and from the St Peters interchange from the local road network and improve access to Sydney Airport and Port Botany. Additional access would be provided via Campbell Road bridge. The NSW Government is committed to delivering the future Sydney Gateway, which is currently undergoing concept development and would be subject to a separate environmental assessment and approval. Refer to Chapter 3 (Strategic context and project need).
Social and economic	Concern about the impact on local businesses during construction	Refer to Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
	Concern about loss of rental revenue due to the impact of construction and operational impacts	Refer to Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
	Concern about loss of privacy due to local road upgrade and widening near residential areas	Refer to Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
	Concern residents have already suffered during the construction of the M5 East	Refer to Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic) and Chapter 27 (Cumulative impacts).
Strategic need and project justification	Lack of transparency and detail regarding the business case	A summary business case for the WestConnex program of works was released in September 2013 and is available at www.westconnex.com.au . The NSW Government is committed to releasing an updated business case.
	Request for public transport to be given priority over motorway projects	<p>The project is a key recommendation of the State Infrastructure Strategy, which provides a comprehensive plan for land use and transport integration across Sydney.</p> <p>The project provides an appropriate solution to cater for the diverse travel demands along these corridors that are best met by road infrastructure, including buses.</p> <p>The project would provide important improvements to the Sydney motorway orbital – improving travel times and reliability for freight and buses.</p> <p>It is one part of an integrated transport and infrastructure solution for Sydney, including the Sydney Metro (City and South West) and Sydney Metro North West. Refer to Chapter 3 (Strategic context and project need) for more information.</p>
	Request to accelerate construction of the M4-M5 Link	The NSW Government is committed to constructing the future M4-M5 Link by 2023. There are limited opportunities to accelerate this project, which is in preliminary concept development stages.

Issue	Details	Response
	Objection to the project overall	The objection to the project is acknowledged. The strategic context for the project and why it is required is discussed in Chapter 3 (Strategic context and project need). Justification of the project and an assessment of the project against the project objectives are provided in Chapter 31 (Project justification and conclusion).
	Broad support for the New M5 project to address existing traffic congestion on the M5 East Motorway and Princes Highway and support for improved travel times for motorists	The support for the project is acknowledged. The strategic context for the project and why it is required is discussed in Chapter 3 (Strategic context and project need). Justification of the project and an assessment of the project against the project objectives are provided in Chapter 30 (Project justification and conclusion).
Tolling	Objection to having to pay tolls to use the Motorway – the M5 East Motorway is currently free	Customers not wanting to pay a toll have been considered as part of the traffic and transport assessment (refer to Chapter 9 (Traffic and transport)). Free alternative road options remain across Sydney.
	Concern about the cost of tolls	Customers not wanting to pay a toll have been considered as part of the traffic and transport assessment (refer to Chapter 9 (Traffic and transport)). Free alternative road options remain across Sydney.
Traffic and transport	Concern about traffic management during and after construction	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport)
	Concern about local traffic impacts during construction	Refer to Section 9.3.2 (Assessment of potential impacts - operation) of Chapter 9 (Traffic and transport)
	Request for more detailed information on traffic modelling and data	Refer to Chapter 9 (Traffic and transport) and Appendix G (Technical working paper: traffic and transport).
St Peters interchange		
Active transport and safety	Concern that Bedwin Road Bridge is currently too narrow for pedestrians and cyclists	The project would only involve small changes to Bedwin Road to support the connection of the upgraded Campbell Street. No further changes fall within the scope of the project, Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description) for more information.
	Concern that the Campbell Street footpath is too narrow and the zebra crossing is unsafe	Cycling and pedestrian infrastructure and facilities would be provided along sections of Campbell Road / Campbell Street. Additionally, the intersection of Campbell Street and St Peters Street would be signalised and pedestrian crossing facilities would be provided, improved safety for access to St Peters Public School. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description) for more information.

Issue	Details	Response
	Concern about construction vehicles and trucks parking on Silver Street, St Peters and request for measures to improve pedestrian safety	Parking for light and heavy construction vehicles would be provided at construction compounds (refer to Section 6.9 (Construction traffic management and access) of Chapter 6 (Construction works)) to minimise impacts to street parking along surrounding local roads. Upgrades to Silver Street, St Peters are outside of the scope of the project.
	Maintain pedestrian access between St Peters and Marrickville Metro, Camdenville Public and St Pius Primary schools	The project would maintain pedestrian access between St Peters and Marrickville Metro, Camdenville Public and St Pius Primary schools.
	Improve pedestrian and cyclist access along Canal Road	There would be minor changes to pedestrian and cycling facilities along the northern side of Canal Road as part of pedestrian and cyclist accessibility within the St Peters interchange. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description) for more information.
	Support for new pedestrian cyclist and bus links between Sydney Park and Mascot town centre	The pedestrian and cycle bridge over the on and off ramps, and the pedestrian and cycle bridge over Campbell Road would provide grade-separated pedestrian and cyclist facilities, providing pedestrian and cyclist connectivity between Sydney Park and Mascot. Refer to Section 5.7.9 (Pedestrian and cyclist access arrangements) of Chapter 5 (Project description).
	Provide a new cycle path connection to the Bourke Street Cycleway	The pedestrian and cycle bridge over the on and off ramps, and the pedestrian and cycle bridge over Campbell Road would provide a connection to the existing Bourke Road cycleway. Refer to Section 5.7.9 (Pedestrian and cyclist access arrangements) of Chapter 5 (Project description).
Air quality, ventilation and health	Concern about the impact on air quality and health of residents around St Peters Interchange with the installation of a ventilation outlet	Refer to Chapter 10 (Air quality), Chapter 11 (Human health), Appendix H (Technical working paper – Air quality) and Appendix I (Technical working paper – Human health risk).
	Concern about the location of the ventilation outlet near St Peters Public School	Refer to Chapter 10 (Air quality), Chapter 11 (Human health), Appendix H (Technical working paper – Air quality) and Appendix I (Technical working paper – Human health risk).
	Concern about the cumulative impact of a ventilation outlet in St Peters being built as part of the M4-M5 Link	Refer to Chapter 10 (Air quality), Chapter 11 (Human health), Appendix H (Technical working paper – Air quality) and Appendix I (Technical working paper – Human health risk).
	Concern about dust impacts during the removal of buildings and the construction of the interchange	Refer to Sections 10.6 (potential construction impacts and Section 10.8 (potential impacts during operation) of Chapter 10 (Air quality) and Section 17.3 (Assessment of potential impacts) of Chapter 17 (Contamination).

Issue	Details	Response
	Concern about dust generated by landfill operations	Refer to Section 10.3 (Assessment of potential impacts) of Chapter 10 (Air quality) and Section 17.3 (Assessment of potential impacts) of Chapter 17 (Contamination).
	Uncertainty of the project is causing stress	Roads and Maritime is committed to supporting the community and providing as much information about the project as possible, in a timely way – as outlined in the consultation objectives detailed in Section 7.2 of this Chapter. WestConnex Assist was established to provide support to people facing significant change as a result of the project and provides an independent and confidential phone or face-to-face counselling, across a range of locations.
	Impact on health due to the installation of a ventilation outlet at Sydney Park	Refer to Chapter 10 (Air quality), Chapter 11 (Human health), Appendix H (Technical working paper – Air quality) and Appendix I (Technical working paper – Human health risk).
	Concern about the content of the landfill site, its previous operations and concern about asbestos being dug up and removed from landfill	Since the NSW Government took control of the site clean-up work at the Landfill site, it has been, and will continue to be completed, in accordance with all required approvals. Remediation and closure of the site is included in this EIS. The appropriate management of the site and the works being undertaken would continue to be undertaken in consultation with the NSW EPA and WorkCover NSW. The closure of the former Alexandria Landfill would comply with the requirements of the Waste Classification Guidelines (EPA, 2014) and in accordance with obligations under the WorkCover NSW Regulations for asbestos removal. Refer to Chapter 17 (Contamination) and Chapter 24 (Construction resource use and waste minimisation).
Amenity	Concern about impacts to local amenity in the St Peters area	Refer to Section 14.3 (Assessment of potential impacts) of Chapter 14 (Visual impacts and urban design) and Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
	Concern about living closer to a busier road and issues of privacy	Refer to Section 14.3 (Assessment of potential impacts) of Chapter 14 (Visual impacts and urban design).
	Concern about impacts to local parks including Simpson Park, Camdenville Park and Sydney Park	Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property) and Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).

Issue	Details	Response
	Request for increased green space in local area	The project would provide the opportunity for the creation of six hectares of new open space (subject to consultation with local council/s). There is also potential for an additional 2.5 hectares of new open space to be created following the future M4-M5 Link. Refer to Chapter 13 (Land use and property) and Chapter 14 (Visual impact and urban design).
	Support for the revitalisation of the Campbell Road and Campbell Street corridor	Campbell Road and Campbell Street would be widened as part of the local road upgrades. This widening would include new street trees on both sides of the roadway and a combination of dedicated cycle paths, shared paths and footpaths lining both sides of the road, revitalising these streets. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description) and Chapter 14 (Visual impact and urban design).
	Concern about the residual land development after construction.	Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property).
	Concern about the visual impact of the ventilation outlet	Refer to Section 14.3 (Assessment of potential impacts) of Chapter 14 (Visual impact and urban design).
Construction traffic	Concern about traffic management during and after construction	Refer to Section 9.4 (Environmental management measures) of Chapter 9 (Traffic and transport).
	Concern about increased traffic movements, including heavy vehicles in the local area and construction haulage routes	Refer to Section 9.3 (Assessment of potential impacts), Section 9.4 (Environmental management measures) of Chapter 9 (Traffic and transport).
Consultation	Request for more information about the need to widen Campbell Street	Refer to Chapter 4 (Project development and alternatives) and Chapter 9 (Traffic and transport).
	Request for more information about how the completed interchange will work	Refer to Section 5.6 (St Peters interchange) of Chapter 5 (Project description).
	Concern about level of community consultation with regard to the design of the St Peters interchange	Consultation relating to St Peters interchange arrangements has been underway since late 2014. Refer to Section 7.3 (Consultation process and activities to date) in this chapter for more information.
	Request for the P&C to be involved in meetings with Council.	Involvement of the P&C in meetings with the relevant council will be sought to discuss issues that specifically relate to the school, by inviting the Department of Education and Training, the School Principal and a member of the P&C where appropriate.
Design	Concern about the size and efficiency of the Princes Highway intersection	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).

Issue	Details	Response
Environment	Concern about the effectiveness of the Alexandria Landfill remediation plan	The EIS provides information on the closure of the Alexandria Landfill and its future use as a road interchange and open space. The Alexandria Landfill Closure Management Plan has been endorsed by the NSW EPA. The Alexandria Landfill Closure Management Plan is provided in Appendix F .
Land use and property	Consideration of alternative designs to reduce property impacts	The design of the project has been developed to reduce the property impacts. Refer to Chapter 4 (Project development and alternatives) and Chapter 13 (Land use and property).
	Impact of the project on property values	A number of factors influence property values, including market conditions, economic activity in the area, and accessibility of infrastructure.
	Concern about difficulty relocating in St Peters after acquisition	Property specialists would be made available to discuss individual concerns relating to relocation and acquisition with impacted property owners.
	Concern about vacant properties being targets for vandalism and break ins	Property specialists would be made available to discuss individual concerns relating to vacant properties being targets for vandalism and break ins.
	Concern about the loss of affordable rental stock in the area	Property specialists would be made available to discuss individual concerns relating to the loss of affordable rental stock in the area.
	Concern about loss of rental revenue and ability to find tenants	Property specialists would be made available to discuss individual concerns relating to concerns about loss of rental revenue and ability to find tenants.
	Concern about development applications being delayed or rejected	Property specialists would be made available to discuss individual concerns relating to development applications being delayed or rejected.
	Concern about tunnels being built under homes and schools	The potential for impacts relating to tunnelling is discussed in Chapter 12 (Noise and vibration) and Chapter 19 (Groundwater).
	Requests for property condition surveys before construction and guarantee of compensation or damage repair	Condition surveys would be carried out on properties and structures equal to 50 metres from the outer edge of the tunnels at the surface and within 50 metres of surface works. These dilapidation surveys would be used to establish the existing condition of potentially affected structures. Refer to Section 12.4 (Environmental management measures) of Chapter 12 (Noise and vibration).
	Support for Alexandria Landfill to be cleaned up	Support for the clean-up of Alexandria Landfill is acknowledged.
	Request for more car parking in the vicinity of Church Street and Victoria Street, St Peters	The project would not impact on existing parking arrangements on Church Street and Victoria Street. Any local parking matters should be referred to local council.
	Concern about residual land left over after construction has been completed	Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property).

Issue	Details	Response
Noise and vibration	Concern about construction noise including night work and vibration impacts	Refer to Section 6.7.2 (Construction work hours) of Chapter 6 (Construction) and Section 12.3 (Assessment of potential impacts) of Chapter 12 (Noise and vibration).
	Concern about operational noise from upgraded roads and new interchange	Refer to Section 12.3 (Assessment of potential impacts) of Chapter 12 (Noise and vibration).
	Transparency of data from noise monitoring and modelling.	Refer to Chapter 12 (Noise and vibration) and Appendix J (Technical working paper – Noise and vibration).
	Request for noise mitigation features such as a noise mound to be installed at Sydney Park	Refer to Section 12.3 (Assessment of potential impacts) and Section 12.4 (environmental management measures) of Chapter 12 (Noise and vibration).
Non-Aboriginal Heritage	Impact on historic terrace houses in the area and the Town and Country Hotel, St Peters.	The project would not impact the Town and Country Hotel in St Peters. Refer to Chapter 20 (Non-Aboriginal Heritage) for more detail regarding impacts to heritage listed properties.
Operational traffic	Concern about local traffic impacts in the period between the New M5 and M4-M5 Link opening to traffic	Refer to Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport).
	Concern the new interchange will encourage rat-running on local streets	Refer to Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport).
	Concern about traffic increase and congestion on local roads	Refer to Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport).
	Concern about traffic increase and loss of parking on Edgeware Road	The project would not make any modifications to parking arrangements on Edgeware Road. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description).
	Concern about traffic congestion and changes to existing clearway arrangements on King Street and Edgeware Road	The project would not make any changes to the existing clearway and parking arrangements on King Street or Edgeware Road. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description).
	Concern about increased traffic and loss of parking on Euston Road particularly for businesses	Upon opening, the project would provide off peak parking on Euston Road (between Sydney Park Road and Campbell Road) during operation. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description).
	Request to maintain the current 50km speed limit on Campbell Street	The project would maintain a speed limit of 60 kilometres per hour. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description).
Project development and alternatives considered	Consider of alternative locations for the interchange at St Peters	Refer to Section 4.4 of Chapter 4 (Project development and alternatives)
	Consider alternative designs for the interchange and associated road widening to reduce property impacts	Refer to Section 4.4 of Chapter 4 (Project development and alternatives).
	Consider alternative arrangements for local road upgrades	Refer to Chapter 4 (Project development and alternatives).

Issue	Details	Response
Safety	Student safety at St Peters Public School and Community Preschool including drop-off access and parking	The intersection of St Peters Street and Campbell Street would be signalised and include a pedestrian crossing, providing safe access to the school. Off-street car parking spaces would be created on the verge of Campbell Street, improving accessibility for drop-off access to the school and potential off-street parking. Refer to Section 5.7 (Local road upgrades) of Chapter 5 (Project description).
	Preference for pedestrian footbridge, rather than a signalised crossing, at St Peters School	The proposed set of traffic lights with signalised crossing at St Peters Public School would provide a safe way for pedestrians to access the school. Roads and Maritime would continue to investigate the installation of a footbridge. However, this option may result in additional impacts, including: loss of large established fig trees in Simpson Park (the project has avoided this due to community feedback), additional maintenance, vandalism, likelihood of low usage (noting a signalised intersection would be provided at the same location).
	Request for Campbell Street to be made a school zone.	Roads and Maritime would consider this request.
	Support for parking area for the school included in preferred design. Suggestion that the school could benefit from a bus layover area as part of the parking arrangement. The school currently does not have an area where buses can collect children for excursions etc. They currently have to walk to Princes Highway when using buses.	Support for the inclusion of parking off Campbell Street is noted. The design for this parking would continue to be refined in consultation with the school and community.
Social and economic	Impact including the loss of enrolments at St Peters Public School and Community Preschool	The air quality and human health risk assessments for the project have identified that there would not be a significant impact to St Peters Public School and Community Preschool. Additional information is provided in Chapter 10 (Air quality) and Chapter 11 (Human health), as well as the Technical working paper: Air quality (Appendix H) and the Technical working paper: Human health (Appendix I).
	Changes to Simpson Park including the loss of recreational space, habitat and impact on established fig trees	The project would not impact on Sydney Park
	Concern about impacts to Camdenville Park and Sydney Park including the loss of green space	Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property) and Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
	Impact of clearways on businesses along King Street Newtown	The project would not make any changes to existing clearways and parking arrangements on King Street.

Issue	Details	Response
	Compensation for business value to be paid as well as property value	Acquisition is carried out in accordance with the <i>Land Acquisition (Just Terms Compensation) Act</i> . Refer to Chapter 13 (Land use and property).
	Timeframe for relocating businesses	Property specialists would be made available to discuss individual circumstances for businesses needing to relocate as a result of the project. Refer to Chapter 13 (Land use and property).
	Impact on businesses from the loss of commercial frontage, exposure and advertising on a major road	Refer to Chapter 15 (Social and economic).
	Availability of replacement commercial and industrial stock in the local area	Refer to Chapter 13 (Land use and property) and Chapter 15 (Social and economic).
	Support for improved access to the M5 for businesses in the area	Support for improved access to the M5 is acknowledged. Refer to Chapter 15 (Social and economic).
	Land use rezoning and property acquisition will push industrial businesses out of the area	Land use rezoning is under the control of local government authorities. Refer to Chapter 13 (Land use and property).
Surface water and groundwater	Concern about flood prone land and council stormwater infrastructure in Camdenville Park	Some drainage improvements would be made as part of the project, including changes at Camdenville Park. Refer to Chapter 18 (Flooding and drainage).
Western Portal		
Active transport	Concern about a potential loss of pedestrian and cyclist connectivity to Kingsgrove train station	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Concern about pedestrian safety from additional traffic around schools, shops and railway station	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
Air quality, ventilation and health	Concern about impact on air quality from ventilation outlet	Refer to Chapter 10 (Air quality), Chapter 11 (Human health), Appendix H (Technical working paper – Air quality) and Appendix I (Technical working paper – Human health risk).
	Concern about locating ventilation outlets near schools	Refer to Chapter 10 (Air quality), Chapter 11 (Human health), Appendix H (Technical working paper – Air quality) and Appendix I (Technical working paper – Human health risk).
	Concern for health of residents living near ventilation outlets and tunnel portals	Refer to Chapter 10 (Air quality), Chapter 11 (Human health), Appendix H (Technical working paper – Air quality) and Appendix I (Technical working paper – Human health risk).
	Request to provide filtration on ventilation outlets	Filtration on ventilation facilities would not be required to achieve the necessary air quality standards. Continuous monitoring of air quality would be undertaken during project operation. Refer to Section 4.6.1 (Ventilation) of Chapter 4 (Project development and alternatives), Chapter 10 (Air quality) and Chapter 11 (Human health risk).

Issue	Details	Response
	Request for more information on the management of tunnel emissions, monitoring and for data to be made available to residents	Refer to Chapter 10 (Air quality), Chapter 11 (Human health), Appendix H (Technical working paper – Air quality) and Appendix I (Technical working paper – Human health risk).
	Concern about increased levels of dust during construction	Refer to Section 10.3.1 (Assessment of potential impacts – construction) of Chapter 10 (Air quality).
	Concern about the cumulative impact of the Bexley Road, M5 East Motorway portal with the project' western portal ventilation outlet on air quality	Refer to Chapter 10 (Air quality), Chapter 11 (Human health), Appendix H (Technical working paper – Air quality) and Appendix I (Technical working paper – Human health risk).
Amenity	Concern about design and visual impact of the ventilation outlet and facilities	Refer to Section 14.3 (Assessment of potential impacts) of Chapter 14 (Visual impacts and urban design).
	Concern about the temporary loss of green space at Beverly Grove	Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property) and Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
	Concern about the loss of linear park for cyclists, pedestrians and dog walkers	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Concern about the visual impact due to loss of noise mound between residents and the existing M5 East Motorway	Refer to Section 14.3 (Assessment of potential impacts) of Chapter 14 (Visual impacts and urban design).
	Concern about light pollution from compound sites	Refer to Section 14.3 (Assessment of potential impacts) of Chapter 14 (Visual impacts and urban design).
	Concern for the safety of children who play on local streets with increased traffic volumes on local roads	The connectivity of St Peters interchange to the local road network has been designed to direct as much traffic as possible along Euston Road and Campbell Road. The land use along these roads is generally commercial and industrial, and the direction of traffic along these roads would not significantly impact the safety of children who play on local streets.
	Concern about loss of mature trees	Refer to Chapter 21 (Biodiversity).
	Concern about temporary loss of grass netball courts on Tallawalla Street Reserve	The preferred design announced in September 2015 identified that there would be no impact on the netball courts on Tallawalla Street Reserve.
	Concern about impact on Tallawalla Street underpass	The preferred design announced in September 2015 identified that there would be no impact on the Tallawalla Street underpass.
	Questions about the future use of the construction site once construction is completed	Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property).
	Concern about loss of privacy for residents living adjacent to construction sites	Refer to Section 14.3 (Assessment of potential impacts) of Chapter 14 (Visual impacts and urban design).

Issue	Details	Response
Construction	Request for more information on the use and operational hours of construction compounds	Refer to Section 6.7.2 (Construction work hours) of Chapter 6 (Construction works).
	Concern about the park adjacent to Tallawalla Street being used as a construction compound	The preferred design announced in September 2015 identified that Beverly Grove Park, north and south of the M5 East Motorway would be used as a construction compound. No other parks or areas of open space at the western end of the project associated with the western surface works would be impacted by construction of the project.
Consultation	Pleased to see doorknock activities included as part of the consultation process to notify residents of the New M5 tunnel western entry and exit point	Feedback acknowledged. Doorknocking was used for other key project announcements as well and has been supported by other consultation activities, as detailed in Section 7.3 (Consultation process and activities to date) in this chapter.
	Complaint about unsolicited and incorrect information about the project being distributed by other members of the community	Feedback acknowledged.
	Requested targeted consultation with just the residents of Glamis Street, Armitree Street and Rosebank Avenue	Consultation including doorknocking of these streets took place as part of the announcement of the western portal in July 2015 as detailed in Section 7.3 (Consultation process and activities to date) in this chapter. Further consultation with these residents would continue to discuss appropriate mitigation measures to manage noise impacts as part of the project.
	Request to provide input into the Urban Design and Landscape Plan	Feedback on the urban design plan is welcomed as part of the formal submissions process. Refer to Chapter 14 (Visual impacts and urban design) and Appendix L (Urban Design Report).
Design	Request for information on alternative locations considered for New M5 western portal	Refer to Chapter 4 (Project development and alternatives).
	Request for detailed plans of tunnel exit and entry point	Refer to Section 5.5 (Tunnels) of Chapter 5 (Project description).
	Concern that tunnels are not being built to accommodate larger vehicles	Tunnels would be about 5.3 metres high (internal clearance space) and able to accommodate more over-height vehicles. Refer to Section 5.5 (Tunnels) of Chapter 5 (Project description).
	Concern that the final design will move the M5 motorway closer to residential properties	Widening of the M5 East Motorway at the western end would reduce the distance between the M5 Motorway corridor and residential dwellings. Refer to Section 5.4 (western surface work) of Chapter 5 (Project description). Refer to Chapter 12 (Noise and vibration), Chapter 13 (Land use and property) and Chapter 14 (Visual impacts and urban design) for impacts to residential properties at this location. With mitigation measures in place there would be no adverse impact on road noise experienced as a result of the project.

Issue	Details	Response
	Concern about tunnelling under homes in Bexley North	Condition surveys would be carried out on properties and structures equal to 50 metres from the outer edge of the tunnels at the surface and within 50 metres of surface works. These dilapidation surveys would be used to establish the existing condition of potentially affected structures. Refer to Section 12.4 (Environmental management measures) of Chapter 12 (Noise and vibration).
Flora and Fauna	Concern about impacts on the Cooks River / Castlereagh Iron Bark Forest	Refer to Chapter 21 (Biodiversity).
Noise and vibration	Concern about the relocation of noise walls closer to properties	Refer to Chapter 12 (Noise and vibration) and Chapter 14 (Visual impacts and urban design).
	Request to maintain noise mound at Beverly Grove Park	Refer to Chapter 12 (Noise and vibration) and Chapter 14 (Visual impacts and urban design).
	Request for noise mounds rather than noise walls	Refer to Chapter 12 (Noise and vibration) and Chapter 14 (Visual impacts and urban design).
	Concern about noise and vibration impacts on residents during construction particularly during night works	Refer to Section 12.3 (Assessment of potential impacts) of Chapter 12 (Noise and vibration).
	Concern about the height and effectiveness of the existing noise walls	Refer to Chapter 12 (Noise and vibration).
	Concern that noise levels will increase but noise walls won't be improved	Refer to Section 12.3 (Assessment of potential impacts) of Chapter 12 (Noise and vibration).
	Concern about vibration impacts on properties close to the construction area	Refer to Section 12.3 (Assessment of potential impacts) of Chapter 12 (Noise and vibration).
	Concern about increased noise from additional lanes at proposed entry and exit to New M5 tunnel	Refer to Section 12.3 (Assessment of potential impacts) of Chapter 12 (Noise and vibration).
	Request for noise monitoring before and after New M5 opens	Refer to Chapter 12 (Noise and vibration).
Property	Concern about property value impacts	A number of factors influence property values, including market conditions, economic activity in the area, and accessibility of infrastructure.
	Concern about residential property acquisition	The preferred design selected has avoided any requirement for residential property acquisition at the western end of the project. While some acquisition of commercial properties is needed for construction, land required for the western portal, ventilation outlet and tunnel support facilities would be located within the M5 East Motorway corridor owned by Roads and Maritime. Refer to Chapter 13 (Land use and property).

Issue	Details	Response
	Concern about negotiating a property sale following the announcement of the New M5 tunnel western entry and exit point	Refer to Chapter 13 (Land use and property) and Chapter 15 (Social and economic).
Social and economic	Concern about traffic impacts on local businesses during construction	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport) and Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
	Concern about impact on Beverly Grove Park	Refer to Chapter 13 (Land use and property) and Chapter 15 (Social and economic).
Traffic and transport	Concern about the potential changes to access to the Tallawalla Street underpass and Karingal Street underpass	Tallawalla Street underpass would not be impacted by the project.
	Concern that local streets will be connected directly onto the M5 East Motorway	There would be no new local road connections directly onto the M5 East Motorway as a result of the project.
	Concern about induced traffic demand from the New M5	Refer to Section 9.1 (Assessment methodology) of Chapter 9 (Traffic and transport)
	Concern about heavy vehicles using local streets during construction	Construction compounds have been designed to allow access directly to main roads and the M5 East Motorway wherever possible and feasible. This would minimise the impact of construction traffic on local roads. Refer to Chapter 6 (Construction and Chapter 9 (Traffic and transport).
	Concern about traffic management during and after construction	Refer to Section 9.3 (Assessment of potential impacts) and Section 9.4 (Environmental management measures) of Chapter 9 (Traffic and transport).
	Concern about contractors parking on local streets during construction	Parking would be provided within construction compounds to minimise impacts to on-street parking. Refer to Chapter 9 (Traffic and transport).
	Concern about local traffic impacts and rat running through local streets	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Concern about traffic impact on Kingsgrove Road	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
Arncliffe and midway tunnelling site		
Air quality, ventilation and health	Concern about locating a ventilation outlet close to homes	Refer to Chapter 10 (Air quality) and Chapter 11 (Human health).
	Suggestion the ventilation outlet is placed closer to the Cooks River instead	The midway tunnelling site has been selected giving consideration to construction constraints, including proximity to the tunnels, and other local factors. The ventilation and support facilities need to be located within the construction site. Refer to Section 4.6.1 (Ventilation) of Chapter 4 (Project development and alternatives).

Issue	Details	Response
	Concern for health of residents living near ventilation outlet	Refer to Chapter 11 (Human health) and Appendix I (Technical working paper – human health risk)
	Concern about increased levels of dust during construction	Refer to Section 10.3 (Assessment of potential impacts) of Chapter 10 (Air quality)
Amenity	Concern about visual impact of the ventilation outlet	Refer to Section 14.3 (Assessment of potential impacts) of Chapter 14 (Visual impacts and urban design)
	Concern about the loss of green space at the golf course	A parcel of land would be used for permanent operational facilities at Arncliffe. The remaining land would likely be returned for use as a golf course or to a permissible use. Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property) and Section 15.3 (Assessment of potential impacts) of Chapter 15 (Social and economic).
	Questions about the future use of the construction site once construction is completed	Refer to Section 13.3 (Assessment of potential impacts) of Chapter 13 (Land use and property).
Consultation	Thanked Roads and Maritime representatives for doorknocking and providing an opportunity to give feedback	Feedback acknowledged.
	Flyers being distributed by protest groups are causing concern	Feedback acknowledged.
Land use and property	Concern about impacts on property values	A number of factors influence property values, including market conditions, economic activity in the area, and accessibility of infrastructure.
	Concern about damage to properties from vibration during tunnelling and other construction activities	Condition surveys would be carried out on properties and structures equal to 50 metres from the outer edge of the tunnels at the surface and within 50 metres of surface works. These dilapidation surveys would be used to establish the existing condition of potentially affected structures. While best efforts would be made to minimise the risk of damage, and it is expected that only minor cosmetic damage would occur in worst cases, repairs would be made to correct any impacts resulting from vibration associated with construction of the project. Refer to Section 12.4 (Environmental management measures) of Chapter 12 (Noise and vibration).
	Concern about having a tunnel under peoples' houses and the impact this may have on future development of the property	The potential impacts of the project on homes and future development potential is discussed in Chapter 13 (Land use and property). Roads and Maritime can discuss specific enquiries about potential future development limitations with individual customers.
Flora and Fauna	Concern about impacts on the Green and Golden Bell Frogs	Refer to Chapter 21 (Biodiversity).

Issue	Details	Response
Noise and vibration	Concern about noise and vibration during construction	Refer to Chapter 12 (Noise and vibration).
	Concern about vibration impacts on properties close to the construction area.	Refer to Chapter 12 (Noise and vibration).
Process and project justification	Residents have already suffered during construction of the M5 East Motorway	Refer to Chapter 10 (Air quality) and Chapter 12 (Noise and vibration).
	Concern about the southern extension and further disruption if it goes ahead	There is potential for a future Southern extension, which would connect to the main alignment tunnels at around Arncliffe at the Southern extension stub tunnels. The future Southern extension is in very preliminary stages, and further consultation on this project would be undertaken. Refer to Chapter 3 (Strategic context and project need).
Surface water and groundwater	Concern about tunnel depth and potential flooding issues arising from tunnelling beneath the Cooks River	Management of groundwater inflows during construction and operation is provided in Chapter 19 (Groundwater).
Traffic and transport	Concern about heavy vehicle using local streets during construction	Refer to Section 6.9 (Traffic management and access) of Chapter 6 (Construction works) and Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport).
	Concern about traffic management during and after construction	Refer to Section 6.6 (Traffic management and access) of Chapter 6 (Construction works) and Section 9.3.2 (Assessment of potential impacts – operation) of Chapter 9 (Traffic and transport).
	Concern about delays in travelling to the airport	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).
	Concern about contractors parking on local streets during construction	Parking would be provided within construction compounds to minimise impacts to on-street parking. Refer to Chapter 9 (Traffic and transport).
	Concern about local traffic impacts, particularly as West Botany Street is already difficult to get across	Refer to Section 9.3 (Assessment of potential impacts) of Chapter 9 (Traffic and transport).

7.5 Design considerations in response to early feedback

Short-listed tenderers for the design and construction of the project participated in a series of 'interactive sessions' and as part of this process were provided feedback from stakeholders and the community to assist with the development of designs.

Section 4.3 and **Section 4.4** of this EIS provide details on the design options considered and details why the preferred design was selected. Further to information provided in these sections and the responses provided to issues raised in **Table 7-11**, **Table 7-12** and **Table 7-13** below provides a summary of how the preferred design by the selected contractor, Leighton Dragados Samsung Joint Venture has considered and responded to early feedback received on the project. This table has been divided into key project locations.

Table 7.14 Design considerations in response to early feedback

Issue	Concern / recommendation received from community or stakeholder	Response / mitigation in the preferred design announced September 2015
General		
Construction traffic	Concern about heavy vehicle haulage routes along local roads during construction.	Heavy vehicle haulage routes would be restricted to major roads wherever possible to reduce impacts on local roads and residential areas.
	Concern about contractors parking on local streets during construction.	Onsite parking would be provided during construction and operation. In addition, a construction worker parking policy would be in place, discouraging parking by contractors in local streets. This would form part of the site induction process.
Western Portal (Kingsgrove)		
Air quality	Concern about the location of the western ventilation outlet near residential properties	The ventilation outlet at Kingsgrove is located in an area generally surrounded by industrial buildings and the M5 East Motorway.
Noise	Concern about the loss of the noise mound at Kingsgrove and the request for it to be re-instated following construction	A noise mound rather than a noise barrier at Kingsgrove is an option that is still being explored and would be determined in consultation with the community and Canterbury Council during detailed design.
	Concern about construction noise impacts on local residents	The use of acoustic sheds and temporary noise barriers would be installed along all shared boundaries with residential properties.
Social	Concern about temporary loss of grass netball courts on Tallawalla Street Reserve	The preferred design identified that there would be no impact to Tallawalla Street Reserve, including the grass netball courts.
Bexley North		
Construction	Concern about impact of construction activities on nearby residents	The site design includes temporary noise walls and an acoustic shed to reduce the impact of construction activities on nearby residents.

Issue		Concern / recommendation received from community or stakeholder	Response / mitigation in the preferred design announced September 2015
Arncliffe			
Environment		Concern about impacts on Wolli Creek bushland and Tempe Reserve	The construction compound and site of operational facilities was chosen as it eliminates residential property acquisition, reduces impact on the local community and does not impact Wolli Creek bushland and the Tempe Reserve.
Social		Impact on the use of the golf course during construction.	The construction site layout at Arncliffe has been configured to allow for Kogarah Golf Club to operate a nine-hole golf club during construction.
St Peters Interchange			
Air quality		Request for air quality monitoring data to be made available from the monitoring station in St Peters Public School	Ambient air quality monitoring results from the network of monitoring stations installed for the New M5 project have been made available on the WestConnex website.
Active transport		Concern about the safety of St Peters School children crossing Campbell Street when widened	A signalised pedestrian crossing will be provided at the Campbell Street and St Peters Street intersection to make it safer for local school children.
		Request for additional pedestrian and bicycle facilities around St Peters Interchange	The New M5 design would include significant investment in cycle and pedestrian paths to improve connectivity and safety. It would link residents of St Peters, Alexandria and Mascot by providing new and improved pedestrian and cycle paths, including: <ul style="list-style-type: none"> • A new cycling and pedestrian bridge over Alexandra Canal, linking Mascot town centre with St Peters and Sydney Park • Cycling lanes and wider footpaths on Campbell Street and Campbell Road with new landscaped verges
		Concerns about reduced pedestrian access to Sydney Park	Euston Road and Campbell Road/Campbell Street would be upgraded, and traffic signalling and signage would encourage use of these roads for traffic instead of Princes Highway and Sydney Park Road. This would result maintain permeability for residential areas along the northern and western sides of the park. In addition, signalised crossings would be available for pedestrians at the following intersections: <ul style="list-style-type: none"> • Sydney Park Road / Euston Road • Campbell Road / Euston Road • St Peters Street / Campbell Street Two mid-block signalised pedestrian crossings would also be provided on Euston Road and a pedestrian bridge would be constructed on Campbell Road.

Issue	Concern / recommendation received from community or stakeholder	Response / mitigation in the preferred design announced September 2015
Economic	Concern about an extension of clearway hours or changes in parking provisions along King Street Newtown – and the potential impact of these changes on businesses	The project would not make any changes to existing clearways and parking arrangements on King Street.
	Concern about changes in clearway hours or parking provisions along Edgeware Road, Enmore	The project would not make any changes to existing clearways and parking arrangements on Edgeware Road.
Environment	Concern about flood prone land and council stormwater infrastructure in Camdenville Park	Some drainage facilities at Camdenville Park would be upgraded as part of the project.
Safety	Concern about student safety at St Peters Public School and Community Preschool including drop-off access and parking	The intersection of St Peters Street and Campbell Street would include a signalised pedestrian crossing, providing safer access to the school. An off-street car park with access to and from St Peters Street is proposed.
Social	Concern about loss of open green space	The project would include an additional six hectares of open space in and around the St Peters Interchange. A further 2.5 hectares of land at the interchange site has been earmarked as a temporary construction site for the future M4-M5 Link. When the future M4-M5 Link is finished, this land would also become new open space, and would be linked to Sydney Park via a new pedestrian bridge over Campbell Road.
	Concern about potential impact on Simpson Park and the loss of trees along Campbell Street	The project does not impact Simpson Park. The Simpson Park fig trees would be retained and protected. In addition more than 35 on-street parking spaces would be provided along Campbell Street adjacent to Simpson Park.
Traffic flow	Preference for traffic to use Campbell Road/ Campbell Street and Euston Road to move around Sydney Park	Euston Road and Campbell Road / Campbell Street would be upgraded, and traffic signalling and signage would encourage use of these roads instead of Princes Highway and Sydney Park Road.

7.6 Future consultation

7.6.1 Subsurface acquisition consultation

As part of developing the tunnel corridor, Roads and Maritime would need to acquire some privately owned land (or interests in land such as easements) below the ground surface (*Fact sheet: acquisition of sub-surface lands*, RMS January 2015). Acquisition of such 'sub-surface property' would be carried out in a staged approach along the tunnel corridor.

As a first step, a notification letter would be sent out to property owners informing them of the need to acquire their sub-surface land.

This notification would be followed by a letter from Roads and Maritime that would include a sketch plan indicating the likely minimum depth of the sub-surface land to be acquired.

An acquisition officer from Roads and Maritime would be identified as a direct point of contact for any enquiries or concerns relating to the sub-surface acquisition process.

7.6.2 Consultation during the exhibition of the EIS

The EIS will be on exhibition for a minimum of 30 days and will be available for viewing at the following locations:

- Hurstville City Council, Civic Centre, MacMahon Street, Hurstville
- Rockdale City Council, Customer Service Centre, 2 Bryant Street, Rockdale
- City of Canterbury, Administration Centre, 137 Beamish Street, Campsie
- City of Sydney, CBD One Stop Shop, Town Hall House, 456 Kent Street, Sydney
- City of Botany Bay Council, 141 Coward St, Mascot
- Marrickville Council, Customer Service Centre, 2–14 Fisher Street, Petersham
- Hurstville City Library, cnr Queens Road and Dora Street, Hurstville NSW 2220
- Arncliffe Library, 11 Firth Street, Arncliffe
- Bexley Library, 499 Forest Road, Bexley
- Bexley North Library, 24 Shaw Street, Bexley North
- Campsie Library, 14-28 Amy Street, Campsie
- Green Square Library, 100 Joynton Avenue, Zetland
- Newtown Library, 8 - 10 Brown St, Newtown
- Redfern Neighbourhood Service Centre, 158 Redfern Street, Redfern
- Mascot Library, 2 Hatfield Street (Entry via High St car park), Mascot
- Marrickville Library, Corner Marrickville and Petersham Roads, Marrickville
- St Peters Library, St Peters Town Hall, Unwins Bridge Road, Sydenham
- Department of Planning and Environment Information Centre, 23-33 Bridge Street, Sydney
- Roads and Maritime Services North Sydney Office, Level 9, 101 Miller Street, North Sydney
- Natural Conservation Council of NSW, Level 2, 5 Wilson Street, Newtown

Electronic copies of the EIS will be available for viewing on the DP&E and WestConnex websites

Supplementary and supporting materials for the EIS exhibition will also be available until the end of December 2015 at:

- WestConnex Information Kiosk, Westfield Hurstville shopping centre
- WestConnex Information Kiosk, Centro Roselands shopping centre
- WestConnex Information Kiosk, Marrickville Metro shopping centre.

Community drop-in information sessions

A series of community drop-in information sessions will be held during the public exhibition period to describe the project, the assessment of impacts and mitigation measures identified during the assessment process. During these sessions community members will have the opportunity to discuss the EIS with technical specialists and learn about the submissions process.

The timing and location of these sessions will be promoted via advertisements in local and metropolitan papers, published on the WestConnex website, detailed in a community update and sent via an email to registered stakeholders.

Other consultation during exhibition of the EIS

A range of communication and consultation activities are planned for the public exhibition period including:

- New M5 Project Overview (November 2015)
- Community update newsletters to be distributed to residents and businesses within the project corridor
- Email broadcast to notify registered stakeholders that the EIS is on display
- Updates to the WestConnex website Targeted stakeholder briefings and meetings
- Project email and information phone line to manage enquiries and provide information on the EIS
- Advertisements to promote the exhibition of the EIS and community consultation opportunities
- Project fact sheets
- WestConnex information kiosks (until the end of December 2015).

During the EIS exhibition, the community, government agencies and other interested parties may make written submissions on the project to the Secretary of DP&E.

Following the exhibition of the EIS, the Secretary of DP&E will provide copies of submissions to Roads and Maritime. The Secretary of DP&E will then require Roads and Maritime, to prepare a submissions report to respond to the issues raised in submissions and a preferred infrastructure report to outline any proposed changes to the project. If the Secretary considers that significant changes to the project are proposed, the Secretary may make the preferred infrastructure report publicly available.

DP&E will prepare the Secretary's environmental assessment report and provide it to the Minister for Planning. The Minister for Planning will then decide whether to approve the project and, if approved, the conditions to be imposed.

7.6.3 Consultation during construction of the project

Communication and consultation with stakeholders and the community during construction will focus on providing updates on construction activities and program, responding to enquiries and concerns in a timely manner and minimising potential impacts where possible. The following communication tools and activities would be used during the construction phase:

- Development and implementation of a detailed construction communications plan (including a complaints handling process)
- Dedicated community relations team
- Notification of works (including targeted letterbox drops)
- 24-hour project information phone line
- Project email address for correspondence
- Transport Management Centre (TMC) communication channels; radio crosses and interviews
- Variable Message Signs throughout the metropolitan network
- Live Traffic and Transport NSW Info websites and TMC 24-hour Traffic Information Line (132 701)
- Regular updates to the WestConnex website
- Newsletters, information brochures and fact sheets
- Community drop-in information sessions
- Ongoing meetings and briefings with key stakeholders including local State and Federal members, local councils, peak industry groups, local community groups, interest groups, local service providers, businesses and residents
- Clear signage at construction sites
- Media releases and project advertisements in local and metropolitan papers
- Construction updates (including for councils, emergency services and bus operators).

A draft Community Consultation Framework can be found at **Appendix E**, which provides further details including a thorough stakeholder analysis, processes and procedures for complaint resolution, and management procedures for construction impacts including traffic management, landscaping and urban design, out of hours work and noise and vibration mitigation and management procedures.

7.6.4 Consultation during operation of the project

Community liaison would continue during the operational phase of the project. Community consultation protocols would be established within an Operational Environmental Management Plan. This would include protocols for:

- Ongoing management of community complaints during operations
- Community notifications prior to major maintenance activities.
- Wider notifications of major maintenance activities that require full tunnel carriageway closures.

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