

Part A

Introduction and overview of
consultation and submissions received

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A Introduction and overview of consultation and submission received

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A1 Introduction and background

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A1.1 Introduction

NSW Roads and Maritime Services (Roads and Maritime) is seeking approval to construct and operate the WestConnex M4-M5 Link (the project), which would comprise a new multi-lane road link between the M4 East Motorway at Haberfield and the New M5 Motorway at St Peters. The project would also include an interchange at Lilyfield and Rozelle (the Rozelle interchange) and a tunnel connection between Anzac Bridge and Victoria Road, east of Iron Cove Bridge (Iron Cove Link). In addition, construction of tunnels, ramps and associated infrastructure to provide connections to the proposed future Western Harbour Tunnel project would be carried out at the Rozelle interchange.

Together with the other components of the WestConnex program of works and the proposed future Sydney Gateway, the project would facilitate improved connections between western Sydney, Sydney Airport and Port Botany and south and south-western Sydney, as well as better connectivity between the important economic centres along Sydney's Global Economic Corridor and local communities.

A1.2 Overview of WestConnex and related projects

The M4-M5 Link is part of the WestConnex program of works. Separate planning applications and assessments have been completed for each of the approved WestConnex projects. Roads and Maritime has commissioned Sydney Motorway Corporation (SMC) to deliver WestConnex, on behalf of the NSW Government. Roads and Maritime is the proponent for the project.

In addition to linking to other WestConnex projects, the M4-M5 Link would provide connections to the proposed future Western Harbour Tunnel and Beaches Link, Sydney Gateway (via the St Peters interchange) and the F6 Extension (via the New M5).

The WestConnex program of works, as well as related projects, are shown in **Figure A1-1** and described in **Table A1-1**.

Table A1-1 WestConnex and related projects

Project	Description	Status
WestConnex program of works		
M4 Widening	Widening of the existing M4 Motorway from Parramatta to Homebush.	Planning approval under the <i>Environmental Planning and Assessment Act 1979</i> (NSW) (EP&A Act) granted on 21 December 2014. Open to traffic.
M4 East	Extension of the M4 Motorway in tunnels between Homebush and Haberfield via Concord. Includes provision for a future connection to the M4-M5 Link at the Wattle Street interchange.	Planning approval under the EP&A Act granted on 11 February 2016. Under construction.
King Georges Road Interchange Upgrade	Upgrade of the King Georges Road interchange between the M5 West and the M5 East at Beverly Hills, in preparation for the New M5 project.	Planning approval under the EP&A Act granted on 3 March 2015. Open to traffic.
New M5	Duplication of the M5 East from King Georges Road in Beverly Hills with tunnels from Kingsgrove to a new interchange at St Peters. The St Peters interchange allows for connections to the proposed future Sydney Gateway project and an underground connection to the M4-M5 Link. The New M5 tunnels also include provision for a future connection to the proposed future F6 Extension.	Planning approval under the EP&A Act granted on 20 April 2016. Commonwealth approval under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Commonwealth) granted on 11 July 2016. Under construction.

Project	Description	Status
M4-M5 Link (the project)	Tunnels connecting to the M4 East at Haberfield (via the Wattle Street interchange) and the New M5 at St Peters (via the St Peters interchange), a new interchange at Rozelle and a link to Victoria Road (the Iron Cove Link). As part of the Rozelle interchange, the M4-M5 Link project would construct mainline tunnel and ramp connections to the proposed future Western Harbour Tunnel project and associated infrastructure.	The subject of the WestConnex M4-M5 Link Environmental Impact Statement (EIS) and Submissions and preferred infrastructure report.
Related projects		
Sydney Gateway	A high-capacity connection between the St Peters interchange (under construction as part of the New M5 project) and the Sydney Airport and Port Botany precinct.	Planning underway by Roads and Maritime and subject to separate environmental assessment and approval.
Western Harbour Tunnel and Beaches Link program of works	<p>The Western Harbour Tunnel project would connect to the M4-M5 Link at the Rozelle interchange, cross underneath Sydney Harbour between the Birchgrove and Waverton areas, and connect with the Warringah Freeway at North Sydney.</p> <p>The Beaches Link project would comprise a tunnel that would connect to the Warringah Freeway, cross underneath Middle Harbour and connect with the Burnt Bridge Creek Deviation at Balgowlah and Wakehurst Parkway at Seaforth. It would also involve the duplication of the Wakehurst Parkway between Seaforth and Frenchs Forest.</p>	Planning underway by Roads and Maritime and subject to separate environmental assessment and approval.
F6 Extension	A proposed motorway link between the New M5 at Arncliffe and the existing M1 Princes Highway at Loftus, generally along the alignment known as the F6 corridor.	Planning underway by Roads and Maritime and subject to separate environmental assessment and approval.

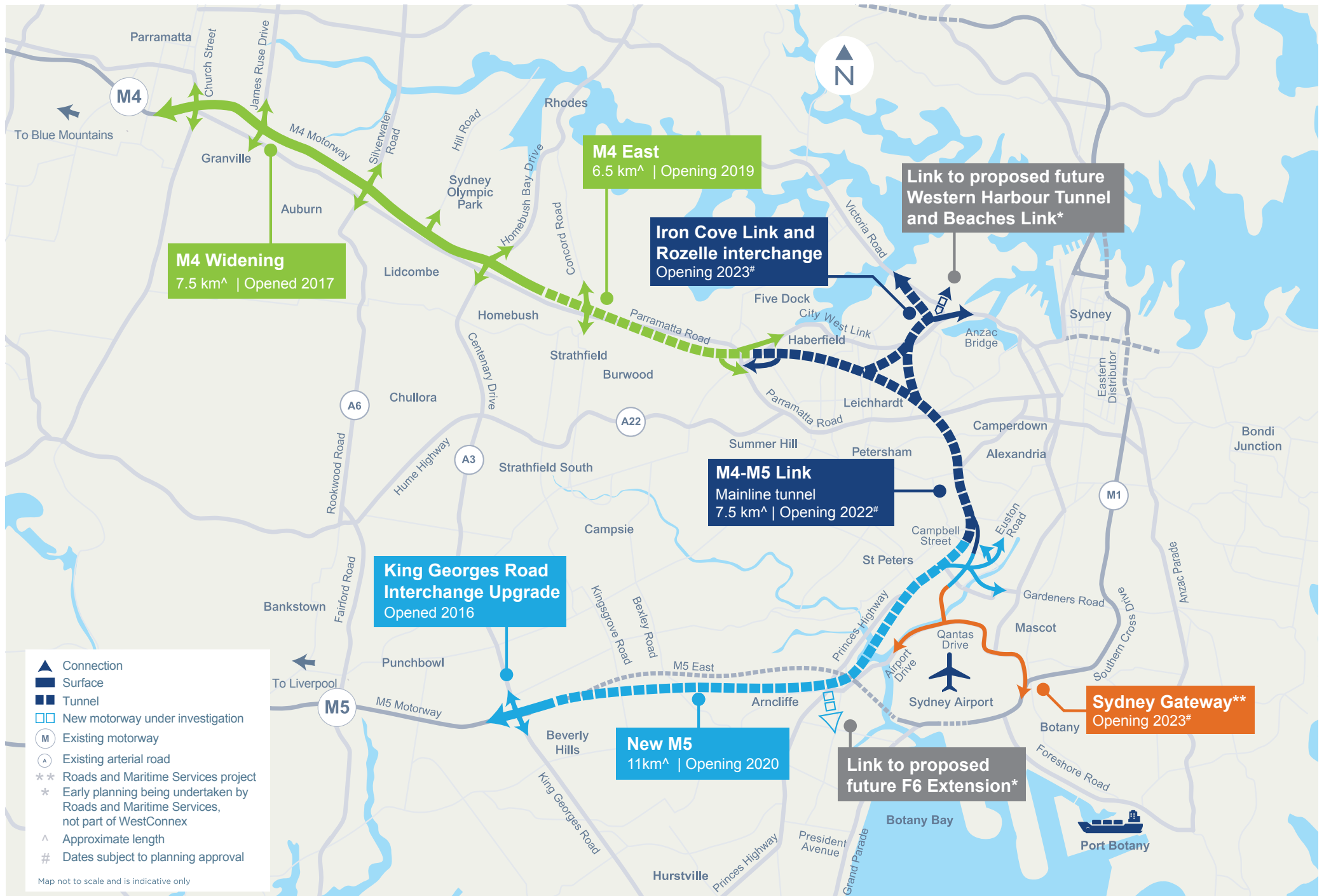


Figure A1-1 Overview of WestConnex and related projects

A1.3 The project

A1.3.1 Project location

The project would be located within the City of Sydney and Inner West local government areas (LGAs). The project is located about two to seven kilometres south, southwest and west of the Sydney central business district (CBD) and would cross the suburbs of Ashfield, Haberfield, Leichhardt, Lilyfield, Rozelle, Annandale, Stanmore, Camperdown, Newtown and St Peters. The local context of the project is shown in **Figure A1-2**.

A1.3.2 Overview of the project

Key components of the project are shown in **Figure A1-2** and would include:

- Twin mainline motorway tunnels between the M4 East at Haberfield and the New M5 at St Peters. Each tunnel would be around 7.5 kilometres long and would generally accommodate up to four lanes of traffic in each direction
- Connections of the mainline tunnels to the M4 East project, comprising:
 - A tunnel-to-tunnel connection to the M4 East mainline stub tunnels east of Parramatta Road near Alt Street at Haberfield
 - Entry and exit ramp connections between the mainline tunnels and the Wattle Street interchange at Haberfield (which is currently being constructed as part of the M4 East project)
 - Minor physical integration works with the surface road network at the Wattle Street interchange including road pavement and line marking
- Connections of the mainline tunnels to the New M5 project, comprising:
 - A tunnel-to-tunnel connection to the New M5 mainline stub tunnels north of the Princes Highway near the intersection of Mary Street and Bakers Lane at St Peters
 - Entry and exit ramp connections between the mainline tunnels and the St Peters interchange at St Peters (which is currently being constructed as part of the New M5 project)
 - Minor physical integration works with the surface road network at the St Peters interchange including road pavement and line marking
- An underground interchange at Leichhardt and Annandale (the Inner West subsurface interchange) that would link the mainline tunnels with the Rozelle interchange and the Iron Cove Link (see below)
- A new interchange at Lilyfield and Rozelle (the Rozelle interchange) that would connect the M4-M5 Link mainline tunnels with:
 - City West Link
 - Anzac Bridge
 - The Iron Cove Link (see below)
 - The proposed future Western Harbour Tunnel project
- Construction of connections to the proposed future Western Harbour Tunnel project as part of the Rozelle interchange, including:
 - Tunnels that would allow for underground mainline connections between the M4 East and New M5 motorways and the proposed future Western Harbour Tunnel (via the M4-M5 Link mainline tunnels)
 - A dive structure and tunnel portals within the Rozelle Rail Yards, north of the City West Link/The Crescent intersection
 - Entry and exit ramps that would extend north underground from the tunnel portals in the Rozelle Rail Yards to join the mainline connections to the proposed future Western Harbour Tunnel
 - A ventilation outlet and ancillary facilities as part of the Rozelle ventilation facility (see below)

- Twin tunnels that would connect Victoria Road near the eastern abutment of Iron Cove Bridge and Anzac Bridge (the Iron Cove Link). Underground entry and exit ramps would also provide a tunnel connection between the Iron Cove Link and the New M5/St Peters interchange (via the M4-M5 Link mainline tunnels)
- The Rozelle surface works, including:
 - Realigning The Crescent at Annandale, including a new bridge over Whites Creek and modifications to the intersection with City West Link
 - A new intersection on City West Link around 300 metres west of the realigned position of The Crescent, which would provide a connection to and from the New M5/St Peters interchange (via the M4-M5 Link mainline tunnels)
 - Widening and improvement works to the channel and bank of Whites Creek between the light rail bridge and Rozelle Bay at Annandale, to manage flooding and drainage for the surface road network
 - Reconstructing the intersection of The Crescent and Victoria Road at Rozelle, including construction of a new bridge at Victoria Road
 - New and upgraded pedestrian and cyclist infrastructure
 - Landscaping, including the provision of new open space within the Rozelle Rail Yards
- The Iron Cove Link surface works, including:
 - Dive structures and tunnel portals between the westbound and eastbound Victoria Road carriageways, to connect Victoria Road east of Iron Cove Bridge with the Iron Cove Link
 - Realignment of the westbound (southern) carriageway of Victoria Road between Springside Street and the eastern abutment of Iron Cove Bridge
 - Modifications to the existing intersections between Victoria Road and Terry, Clubb, Toelle and Callan streets
 - Landscaping and the establishment of pedestrian and cyclist infrastructure
- Five motorway operations complexes; one at Leichhardt (MOC1), three at Rozelle (Rozelle West (MOC2), Rozelle East (MOC3) and Iron Cove Link (MOC4)), and one at St Peters (Campbell Road) (MOC5). The types of facilities that would be contained within the motorway operations complexes would include substations, water treatment plants, ventilation facilities and outlets, offices, on-site storage and parking for employees
- Tunnel ventilation systems, including ventilation supply and exhaust facilities, ventilation fans, ventilation outlets and ventilation tunnels
- Three new ventilation facilities, including:
 - The Rozelle ventilation facility at Rozelle
 - The Iron Cove Link ventilation facility at Rozelle
 - The Campbell Road ventilation facility at St Peters
- Fitout (mechanical and electrical) of part of the Parramatta Road ventilation facility at Haberfield (which is currently being constructed as part of M4 East project) for use by the M4-M5 Link project
- Drainage infrastructure to collect surface and groundwater for treatment at dedicated facilities. Water treatment would occur at
 - Two operational water treatment facilities (at Leichhardt and Rozelle)
 - The constructed wetland within the Rozelle Rail Yards
 - A bioretention facility located adjacent to Victoria Road at the eastern abutment of Iron Cove Bridge and within King George Park
- Treated water would flow back to existing watercourses via new, upgraded and existing infrastructure

- Ancillary infrastructure and operational facilities for electronic tolling and traffic control and signage (including electronic signage)
- Emergency access and evacuation facilities, including pedestrian and vehicular cross and long passages and fire and life safety systems
- Utility works, including protection and/or adjustment of existing utilities, removal of redundant utilities and installation of new utilities. A Utilities Management Strategy has been prepared for the project that identifies management options for utilities, including relocation or adjustment. Refer to Appendix F (Utilities Management Strategy) of the EIS.

The project does not include:

- Site management works at the Rozelle Rail Yards. These works were separately assessed and determined by Roads and Maritime through a Review of Environmental Factors under Part 5 of the EP&A Act (refer to Chapter 2 (Assessment process) of the EIS)
- Ongoing motorway maintenance activities during operation
- Operation of the components of the Rozelle interchange which are the tunnels, ramps and associated infrastructure being constructed to provide connections to the proposed future Western Harbour Tunnel project.

Temporary construction ancillary facilities and temporary works to facilitate the construction of the project would also be required. An overview of the project footprint and ancillary facilities is shown in **Figure A1-2**.

A more detailed description of the M4-M5 Link project is found in Chapter 5 (Project description) of the EIS.

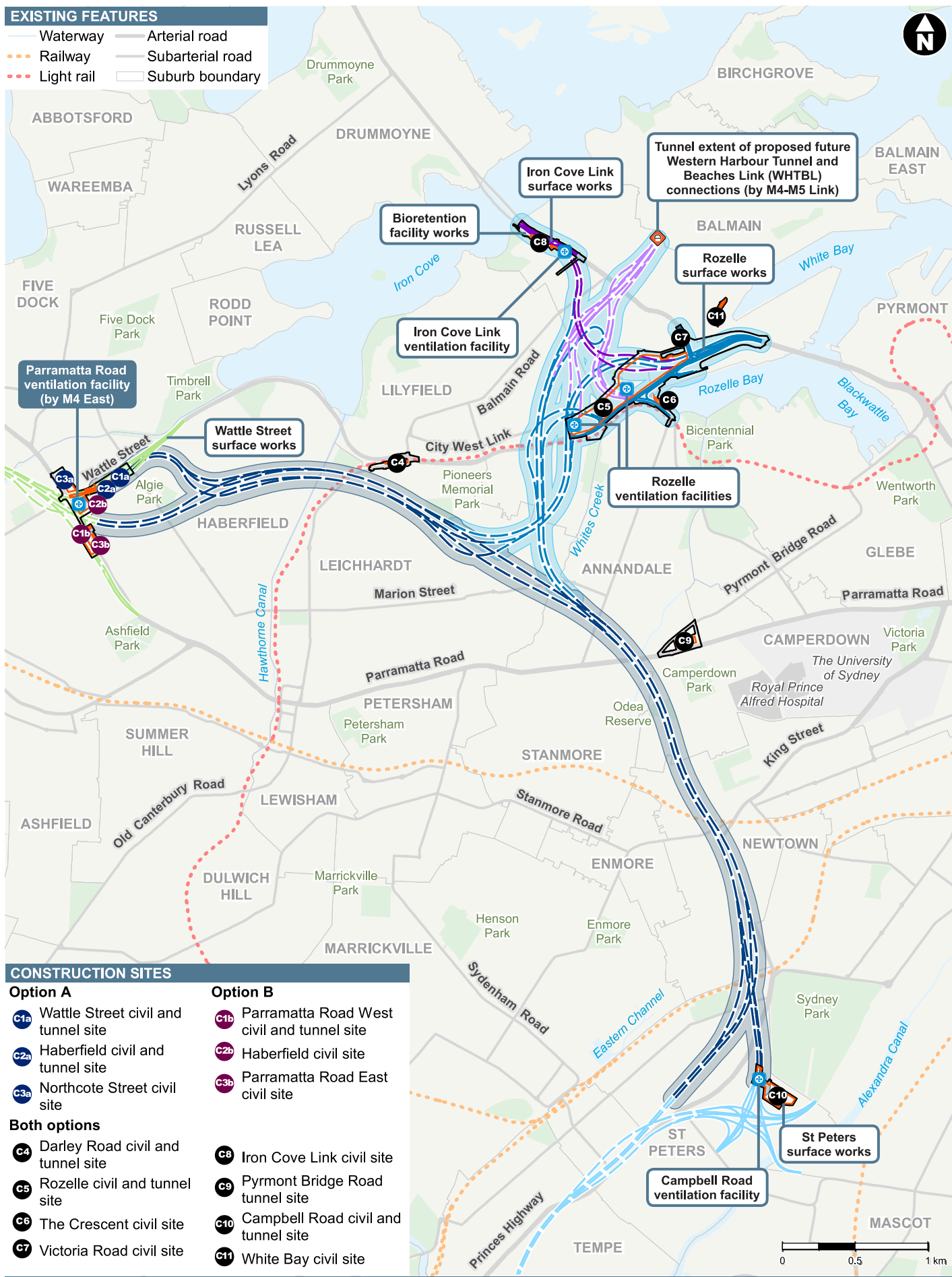


Figure A1-2 Overview of project footprint and construction ancillary facilities

A1.4 Need for the project

The project is part of the NSW Government's commitment to deliver WestConnex for Sydney. Together with the WestConnex program of works, the project would facilitate improved connections between western Sydney and Sydney Airport and Port Botany (via the St Peters interchange), as well as better connectivity between key employment hubs and local communities.

The transport network in Sydney is expected to be put under increasing pressure over the next 20 years. A *Plan for Growing Sydney* (NSW Government 2014) indicated that from 2011 to 2031, Sydney's population is forecast to increase from 4.3 to 5.9 million, which equates to an average of around 80,000 additional residents per year. Moreover, by 2036, the number of trips made around Sydney each day is forecast to increase by about 31 per cent from 16 to 21 million vehicle movements. This growth would place increasing pressure on the NSW transport network and the key travel demand corridors connecting regional cities and major centres across the greater Sydney metropolitan area.

The WestConnex project is one part of a broader solution to these emerging pressures. While public transport is also part of this solution, it is recognised that not all trips in Sydney can be served by public transport, especially trips to dispersed destinations, or commercial trips requiring the movement of large or heavy goods/materials. A congested road network also affects road-based public transport, increased bus travel times and variable journey time. Providing a tunnel alternative to sections of the arterial road network will improve road-based public transport travel times on surface roads and provide opportunities for new rapid transit options.

By providing a motorway link between the M4 East at Haberfield and the New M5 at St Peters, the project would help to connect major employment centres, which are critical in supporting the creation of jobs and businesses. This would include centres within the Global Economic Corridor, which includes the Sydney Airport and Port Botany precinct, Sydney CBD, Sydney Olympic Park and Parramatta CBD. The project would also support the Western Sydney Employment Area southwest of Parramatta.

The Rozelle interchange is a key component of the project as it would provide connectivity with the local surface road network at City West Link, The Crescent and Victoria Road. In addition, it enables a north-south corridor between the New M5 at St Peters and Rozelle that would bypass the Sydney CBD. The Rozelle interchange would also facilitate future growth in Sydney's transport network by allowing for connections to the proposed future Western Harbour Tunnel and Beaches Link. This future connection would provide a western bypass of the Sydney CBD, alleviating pressure on existing north-south corridors including the Southern Cross Drive, A1 (the Princes Highway) and A3 (Centenary Drive/Roberts Road/King Georges Road) and the Sydney orbital network, as well as reducing traffic volumes on the Sydney Harbour Bridge and Sydney Harbour Tunnel. These changes would reduce journey times between Sydney's northern and southern suburbs.

Improved network productivity on the metropolitan network is also forecast as a result of the addition of a motorway standard tunnel alternative, with more trips forecast to be made or longer distances travelled on the surface road network in a shorter time. Reduced traffic is forecast on sections of major arterial roads including City West Link, Parramatta Road, Victoria Road, King Street, King Georges Road and Sydenham Road. Almost 2,000 heavy vehicles are forecast to be removed from Parramatta Road, east of the M4 East Parramatta Road ramps, each weekday. By 2033, non-motorway roads in the Inner West LGA are forecast to experience faster trips with the daily average speed increasing by about 10 per cent. Similarly, the vehicle distance travelled on non-motorway roads within the Inner West LGA is forecast to reduce by about 12 per cent.

The project, as part of the WestConnex program of works, would also act as a catalyst for urban renewal along parts of Parramatta Road and Victoria Road and would support the development of The Bays Precinct, as outlined in *The Bays Precinct Transformation Plan* (UrbanGrowth NSW 2015b).

In addition, the project would improve connectivity for pedestrians and cyclists around Rozelle by delivering new and upgraded east-west and north-south connections to Lilyfield, Balmain, Annandale, Glebe, Leichhardt and the Sydney CBD. The project would also deliver significant new open space and passive recreational facilities at Rozelle, including within the Rozelle Rail Yards and along Victoria Road near Iron Cove Bridge.

A1.5 Statutory context

Clause 94 of the State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP) provides that development for the purpose of a road or road infrastructure facilities may be carried out by or on behalf of a public authority without development consent on any land.

Clause 14(1) of the State Environmental Planning Policy (State and Regional Development) 2011 (State and Regional Development SEPP) declares development to be State significant infrastructure (SSI) if the development is permissible without consent under Part 4 of the EP&A Act and is a type of development specified in Schedule 3 of State and Regional Development SEPP. Schedule 3 of the State and Regional Development SEPP includes any infrastructure or other development for which the proponent is also the determining authority and would, in the opinion of the proponent, require an EIS to be obtained under Part 5 of the EP&A Act.

Roads and Maritime is the proponent for the project. The effect of the EP&A Act and the relevant SEPPs is that Roads and Maritime would have been the determining authority for the project under Part 5 of the EP&A Act (were it not for the application of section 115U of the EP&A Act). Roads and Maritime has formed the view that the project is likely to significantly affect the environment and, therefore, would require the preparation of an EIS. On this basis, clause 14 of the State and Regional Development SEPP operates so that the project is declared to be SSI under section 115U(2) of the EP&A Act.

The project has been declared by Ministerial Order to be SSI and critical SSI under section 115U(4) and 115V of the EP&A Act. The Ministerial Order also amended Schedule 5 of State Environmental Planning Policy (State and Regional Development) 2011. The project remains subject to assessment under Part 5.1 of the EP&A Act and requires the approval of the NSW Minister for Planning. Approval for the operation of the relevant project ventilation outlets was received from the Australian Government Department of Infrastructure and Regional Development in accordance with the Airspace (Protection of Airspace) Regulations 1996 (Commonwealth) and the *Airports Act 1996* (Commonwealth) on 23 November 2017.

A1.6 M4-M5 Link EIS

An EIS was prepared for the project in accordance with the relevant provisions under the EP&A Act. The EIS addressed the environmental assessment requirements issued by the Secretary of the NSW Department of Planning and Environment (DP&E) on 3 March 2016 and revised environmental assessment requirements (issued on 3 May and 9 November 2017) and the relevant provisions of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (NSW). A copy of the SEARs and an indication of where they are addressed are provided in Appendix B (Secretary's Environmental Assessment Requirements checklist) of the EIS.

In accordance with the EP&A Act, the EIS presented an assessment of environmental issues identified during the planning and assessment of the project. The assessment considered the areas directly or indirectly affected by construction and operation of the project. It also included assessment of potential impacts on relevant matters of national environmental significance in accordance with the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) (EPBC Act), which found that the project would not have a significant impact upon any matters of national environmental significance and that a referral to the Australian Government Department of the Environment and Energy was therefore not required.

Further detailed investigations, planning and surveys will be undertaken by the design and construction contractor(s). All technical road design requirements and road functionality as described in the EIS and this Submissions and preferred infrastructure report will need to be considered and environmental management measures and conditions of approval for the project will need to be satisfied.

The EIS was exhibited by DP&E for 60 calendar days from 18 August to 16 October 2017. Public exhibition of the EIS provided the community, interested parties and key stakeholders (including government agencies and councils) with an understanding of the project and provided the opportunity to comment on the EIS.

A1.7 Purpose of the document

During the exhibition of the EIS submissions were received by DP&E. The Secretary of the DP&E provided copies of the submissions to Roads and Maritime. In accordance with section 115Z(6) of the EP&A Act, the Secretary requested Roads and Maritime to respond to the issues raised in these submissions in a submissions report. The Secretary also advised that if there are any proposed changes to the project to minimise its environmental impact or to address issues raised in submissions, a preferred infrastructure report would be required. This M4-M5 Link Submissions and preferred infrastructure report has been prepared to fulfil both of these requirements.

This Submissions and preferred infrastructure report has been provided to DP&E for review and assessment. After DP&E completes its assessment, a draft Environmental Assessment Report will be prepared for the Secretary of DP&E, which may include recommended conditions of approval. The assessment report will then be provided to the NSW Minister for Planning, to determine the project.

A copy of this Submissions and preferred infrastructure report has been published by DP&E on the DP&E Major Projects website. The NSW Minister for Planning's determination, including any conditions of approval and the Secretary's report, will be published on DP&E's website following determination.

The Submissions and preferred infrastructure report has the following structure:

- **Part A** Introduction and overview of consultation and submissions received:
 - **Chapter A1** – provides background to WestConnex and the M4-M5 Link, reiterates why the project is needed, outlines the assessment and planning approval process and outlines the purpose of the Submissions and preferred infrastructure report
 - **Chapter A2** – outlines the consultation activities undertaken prior to, and during, the public exhibition of the EIS, as well as ongoing consultation proposed during the pre-construction, construction and commissioning phases
 - **Chapter A3** – provides an overview of the submissions received including a summary of the issues raised
 - **Chapter A4** – provides clarifications on aspects of the project highlighted during the submissions process
- **Part B** Response to stakeholder submissions:
 - **Chapters B1 to B13** – set out the issues raised in key stakeholder submissions on the EIS and presents responses to those issues. Key stakeholders include government agencies and local councils
- **Part C** Response to community submissions:
 - **Chapters C1 to C7** – sets out the issues raised in community submissions on the EIS associated with planning and statutory requirements, strategic justification and project need, project development and alternatives, project operation, construction works and consultation and presents responses to those issues
 - **Chapters C8 to C31** – sets out the issues raised in community submissions on the EIS associated with the environmental impact assessment and presents responses to those issues
- **Part D** Preferred infrastructure report:
 - Describes and assesses the refinements and changes to the project that has occurred since the submission of the EIS. These refinements are proposed to minimise environmental impacts or in response to submissions and include **Chapter D2** (White Bay Civil site (C11)) and **Chapter D3** (Relocation of the bioretention facility at Rozelle)
- **Part E** Additional information and summary:
 - **Chapter E1** – presents an updated set of environmental management measures for the project, to address issues raised during public exhibition of the EIS or as a result of additional assessment or project refinement. This report refers in several locations to the environmental management measures contained in the EIS, and also in the technical papers that form appendices to the EIS. Accordingly, the updated environmental management

measures in **Chapter E1** represent the commitments to mitigate environmental impacts of the project during construction and operation

- **Chapter E2** – provides a conclusion for the Submissions and preferred infrastructure report and outlines the next steps in the project
- **Chapter E3** – presents the reference list for this report.

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A2 Community and stakeholder involvement

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A2.1 Consultation overview

The project forms a component of the WestConnex program of works, which is part of the NSW Government's integrated transport solution for Sydney. This means that there are two elements to the community and stakeholder engagement approach, being consultation and communication on the WestConnex program and on the M4-M5 Link project specifically. This chapter mainly refers to consultation on the M4-M5 Link project. Information on consultation undertaken for the project as well as the WestConnex program of works is provided in section 7.1.1 of the Environmental Impact Statement (EIS).

Consultation with the community, State and local government agencies, utility service providers, special interest groups and relevant industry stakeholders has been undertaken at various stages of the M4-M5 Link project, including prior to and during the preparation of the EIS and during exhibition of the EIS. Consultation will also continue through construction and operation of the project. Consultation has allowed for feedback to be considered throughout the development of the M4-M5 Link project and the broader WestConnex program of works. An overview of the M4-M5 Link consultation process is provided in **Figure A2-1**.

A2.2 Consultation during design and EIS preparation

As discussed in section 7.3 of the EIS, a range of consultation and communication activities have been carried out to support the design and planning process for the project, before and during the development of the EIS and during the EIS exhibition period. The following section details some of the key consultation activities carried out for the project, since mid-2012.

Community and stakeholders have been encouraged to contact the proponent at any time to discuss the project via phone, email or post, or by visiting the local information centres. **Table A2-1** provides an overview of the key project communication and consultation activities from mid-2012 through to August 2017.

The M4-M5 Link community consultation process



Figure A2-1 Overview of the project consultation process

Table A2-1 Details of project consultation activities at key phases to August 2017 and the key communication tools used

Timing	Key consultation purpose or outcome	M4-M5 Link consultation activity and communication summary	Summary of communication tools used (in addition to permanent channels)
Mid 2012 to January 2016 – pre-State significant infrastructure application report (SSIAR) lodgement	<ul style="list-style-type: none"> Development of the WestConnex Strategic Environmental Review Broad program consultation Consultation on other WestConnex projects undergoing assessment Publication of the <i>WestConnex Updated Strategic Business Case</i> and updated Strategic Environmental Review 	<ul style="list-style-type: none"> Communications about the WestConnex program of works included high level information on the M4-M5 Link project In addition, consultation on the M4 East and New M5 projects provided some high-level details on the M4-M5 Link The <i>WestConnex Updated Strategic Business Case</i> included an early design for the M4-M5 Link, mirroring the design presented in the SSIAR (lodged January 2016) 	<ul style="list-style-type: none"> Advertising Media announcements Stakeholder and roundtable discussions Online survey on how stakeholders would like to be engaged Industry engagement Presenting and hosting trade stands at key conferences Ongoing briefings to key stakeholders
January 2016 to July 2016 – SSIAR lodgement	Key stakeholder consultation	Meetings with key stakeholders to outline the scope of the project and seek information and feedback. Included a planning focus meeting with relevant government agencies on 12 February 2016.	Meetings were held with local councils, elected representatives, government agencies, and peak bodies
July 2016 to November 2016 – ongoing design development	Consultation on early design to inform the design development	<ul style="list-style-type: none"> In July 2016, the NSW Government announced the M4-M5 Link Rozelle interchange would be built at the site of the Rozelle Rail Yards and would be predominantly underground. The government also announced the inclusion of the Iron Cove Link Following this announcement, consultation activities were carried out so communities could learn more about the project and provide feedback to help inform the development of the project design The feedback from these consultation activities was collated and published on the WestConnex website in a Community Feedback Report (Sydney Motorway Corporation 2016). This report has been 	<ul style="list-style-type: none"> Media announcements Community update newsletters (also made available on the project website) Direct emails to registered stakeholders, including residents, landowners, key stakeholders, businesses and community groups Newspaper advertisements Webpage updates Social media Collaborative map Community ideas sessions Submissions Stakeholder briefings

Timing	Key consultation purpose or outcome	M4-M5 Link consultation activity and communication summary	Summary of communication tools used (in addition to permanent channels)
		<p>considered during the project planning, design and environmental assessment of the M4-M5 Link EIS</p> <ul style="list-style-type: none"> Key topics covered in the Community feedback report include: <ul style="list-style-type: none"> Public transport Traffic congestion Design Walking and cycling Engagement process Air quality Open space Construction Property Environment and heritage 	
November 2016 to May 2017 – ongoing design development and changes	<ul style="list-style-type: none"> Announcement of a significant design changes Continued engagement with stakeholders and community members to seek feedback 	<ul style="list-style-type: none"> In November 2016, the NSW Government announced that the project would no longer include entry and exit ramps at Camperdown and that the mainline tunnels would include up to four lanes in each direction (increased from three lanes in each direction) In November and December 2016, face-to-face meetings were held with businesses near the project footprint to understand how the businesses operate, how they may be impacted by the project and possible ideas for resolving or reducing potential impacts during construction and operation. This included undertaking a business impact survey (see Annexure A of Appendix P (Technical working paper: Social and economic) of the EIS During February and March 2017, numerous 	<ul style="list-style-type: none"> Media announcements Community update newsletters Stakeholder briefings Social media

Timing	Key consultation purpose or outcome	M4-M5 Link consultation activity and communication summary	Summary of communication tools used (in addition to permanent channels)
		<p>key stakeholder meetings were held regarding the mid-tunnel construction site in the Leichhardt area and notifications distributed to local residents and businesses</p> <ul style="list-style-type: none"> On 31 March 2017, the Minister for WestConnex announced that the site adjoining Sydney Secondary College's Leichhardt campus, which had previously been investigated as a mid-tunnel construction site, would no longer be considered as such for the M4-M5 Link. This was in response to community feedback, in particular from the school community 	
May to August 2017 – NSW Government release of the M4-M5 Link Project Design Report	Early consultation on concept design prior to the EIS exhibition phase in response to feedback from community	<ul style="list-style-type: none"> The M4-M5 Link concept design was released for a 12-week public consultation period in May 2017 Consultation activities were undertaken during the concept design exhibition phase This consultation period provided an opportunity for communities to learn more about the project and to provide input on the concept design Almost 900 written submissions were received The feedback on the concept design was collated and published on the WestConnex website in a Community feedback report. Feedback and ideas collected through this phase will inform additional mitigation measures and design refinement to take place during detailed design Key issues raised during the consultation period included: <ul style="list-style-type: none"> Constructability 	<ul style="list-style-type: none"> Media announcements Hardcopy of concept design and offer of briefing to 13 stakeholders, including the NSW Premier, relevant Ministers and Members of parliament and local councils Community update newsletters Direct emails to registered stakeholders, including residents, landowners, key stakeholders, businesses and community groups Newspaper advertisements Webpage updates Social media Community information sessions Collaborative map

Timing	Key consultation purpose or outcome	M4-M5 Link consultation activity and communication summary	Summary of communication tools used (in addition to permanent channels)
		<ul style="list-style-type: none"> - Air quality - Public transport - Traffic impacts - Active transport (walking and cycling) - Property impacts - Construction noise and vibration - Community health, safety and sustainability - Biodiversity and heritage impacts - The engagement and consultation process - Content of the EIS 	

A2.3 Consultation during EIS exhibition

During the public exhibition of the EIS, a variety of consultation activities were undertaken including community information sessions, a series of briefings and meetings with key stakeholders, and distribution of a range of project information materials such as fact sheets. The following sections provide an outline of the consultation activities undertaken during the public exhibition.

A2.3.1 Static display of the EIS

The EIS and supporting materials were made available to view and download on the NSW Department of Planning and Environment (DP&E) website¹, the project website² and at the following locations:

- Ashfield Library, Level 3, 260 Liverpool Road, Ashfield
- Balmain Library, 370 Darling Street, Balmain
- City of Canada Bay Council, 1A Marlborough Street, Drummoyne
- City of Sydney Council, Town Hall House, Level 2, 456 Kent Street, Sydney
- Emanuel Tsardoulis Community Library, 362-372 New Canterbury Road, Dulwich Hill
- Five Dock Library, 4-12 Garfield Street, Five Dock
- Glebe Library, 186 Glebe Point Road (corner Wigram Road), Glebe
- Haberfield Library, 78 Dalhousie Street, Haberfield
- Inner West Council 1, Ashfield Customer Service Centre: 260 Liverpool Road, Ashfield
- Inner West Council 2, Leichhardt Customer Service Centre: 7-15 Wetherill Street, Leichhardt
- Inner West Council 3, Petersham Customer Service Centre: 2-14 Fisher Street, Petersham
- Leichhardt Library, Piazza Level, Italian Forum, 23 Norton Street, Leichhardt
- Marrickville Library, Corner Marrickville Road and Petersham Road, Marrickville
- Nature Conservation Council of NSW, Level 14, 338 Pitt Street, Sydney
- Redfern Neighbourhood Centre, 158 Redfern Street, Redfern
- Roads and Maritime Services, 20-44 Ennis Road, Milsons Point
- Stanmore Library, Stanmore Reserve, Douglass Street, Stanmore
- St Peters Library, St Peters Town Hall, Unwins Bridge Road, Sydenham
- Ultimo Library, Level 1, Ultimo Community Centre, 40 William Henry Street, Ultimo.

A2.3.2 Advertisements in local and metropolitan publications

Newspaper advertisements were placed to announce the EIS public exhibition period and to promote the community information sessions for the project. Advertisements placed in local and metropolitan newspapers are outlined in **Table A2-2**.

Table A2-2 Advertisements for M4–M5 Link EIS public exhibition

Publication	Date of publication
Sydney Morning Herald	16 August 2017
Inner West Courier	22 August 2017
Inner West Courier	5 September 2017
Inner West Courier	26 September 2017

¹ <http://majorprojects.planning.nsw.gov.au>

² <https://www.westconnex.com.au/projects/m4-m5-link>

A2.3.3 Community information sessions

Five community information sessions were held during the EIS public exhibition period to provide opportunities for the community and stakeholders to discuss the EIS with technical specialists and members of the M4-M5 Link project team. More than 250 people attended the sessions. The community were informed of the information sessions through the community update distributed along the project corridor, advertising in local and metropolitan newspapers, email notifications to registered stakeholders and information on the project website. The locations, times and number of attendees at each of the sessions are outlined in **Table A2-3**.

Table A2-3: Community drop-in sessions during EIS exhibition period

Location	Date	Time	Number of attendees
Leichhardt Leichhardt Town Hall, 107 Norton Street, Leichhardt	2 September 2017	11.00 am – 2.00 pm	86
Haberfield Michael Maher Room, The Haberfield Centre, 78-80 Dalhousie Street, Haberfield	5 September 2017	4.00 pm – 7.00 pm	40
Newtown Newtown Neighbourhood Centre, 1 Bedford Street, Newtown	12 September 2017	4.00 pm – 7.00 pm	53
Balmain Balmain Town Hall, 370 Darling Street, Balmain	16 September 2017	11.00 am – 2.00 pm	87
Camperdown Rydges Camperdown, 9 Missenden Road, Camperdown	21 September 2017	4.00 pm – 7.00 pm	27

A2.3.4 1800 number and project email

The project phone number (1800 660 248) and email³ were available prior to and during the EIS exhibition period as channels for the community and stakeholders to find out more information and ask further questions. The project phone number and email address were promoted in the project advertisements, community update, project overview, EIS and via the project website.

Over 5,000 members of the community registered to receive ongoing community updates by the close of the exhibition period. The project phone number and email were monitored throughout the EIS public exhibition period. **Table A2-4** provides an outline of the contacts during the EIS public exhibition period.

Table A2-4: Summary of the number of 1800 calls and project emails during the EIS exhibition period

Activity	Total number
Project phone calls received	75
Project emails received	123
Phone calls made by project team to community members ¹	8
Emails sent by the project team to community members ²	64

Note:

1 Phone calls made by project team to community members in response to email or phone enquiry.

2 Emails sent by project team to community members include emails sent in response to phone calls received.

³ info@westconnex.com.au

A2.3.5 Notifications to email subscribers

During the EIS exhibition period, six email notifications were sent to stakeholders that had subscribed to receive WestConnex M4–M5 Link updates via email. The notifications included information on the EIS public exhibition period, links to the EIS documents, how to make a submission on the DP&E website, details of community information sessions and links to fact sheets and other supporting materials.

The email notifications were sent to around 5,370 subscribed stakeholders on 18 August, 30 August, 14 September, 19 September, 20 September and 11 October 2017.

A2.3.6 Community guide to the EIS

A community guide to the EIS was prepared, printed and made available to coincide with the public exhibition period of the EIS. The document presents an overview of the project and the environmental and community considerations that were taken into account during the preparation of the EIS. The guide also provided details of where in the EIS to find more information on particular topics. Details of how to view the full EIS were provided and readers were encouraged to make a submission to DP&E on the EIS.

The community guide to the EIS was made available on the project website and provided in hard copy to community reference group members and key stakeholders including council members.

A2.3.7 Project fact sheets and brochures

A number of project fact sheets were prepared to support the EIS exhibition period, including:

- How to make a submission on the EIS
- Noise and vibration
- Rozelle interchange
- St Peters
- Tunnelling
- Air quality
- Camperdown
- Haberfield
- Iron Cove Link
- Leichhardt
- Design changes as a result of community feedback.

The fact sheets were made available at the community information sessions and are available on the WestConnex website⁴.

A2.3.8 Community update

In mid-August 2017, a community update was distributed to around 130,000 residences along the project corridor to notify community members of the public exhibition of the EIS. This community update included details of the submissions period, details of the community information sessions, how to make a submission and where hard copies of the EIS were available. The community update was also made available on the project website.

A2.3.9 Website updates

The WestConnex website⁵ was updated throughout the public exhibition period including with the M4–M5 Link project overview, project fact sheets and the EIS community update. Website links to the full EIS were also posted on the website and the locations for where the EIS could be read in hard copy were identified. Information was also made available regarding the timing and location of the five community information sessions held.

⁴ <https://www.westconnex.com.au/general-search?s=fact+sheet>

⁵ www.westconnex.com.au

A2.3.10 Social media

Social media was used to advise the public of the exhibition of the EIS as well as upcoming information sessions, benefits of the M4-M5 Link project and the EIS public exhibition end date. Twenty-one social media updates were made, consisting of 10 Facebook, eight YouTube, two LinkedIn and one Twitter update. On Facebook, more than 137,000 people were contacted, with 1,703 engagements (reactions, comments, shares). The WestConnex Facebook page had more than 12,000 followers at the time of the notification.

A2.3.11 Meetings and briefings with stakeholders and the community

During the exhibition period, 16 meetings and briefings were held to provide stakeholders with an overview of the EIS and discuss any issues of interest. Meetings were also held with community groups who requested a meeting. Details of the meetings held during the EIS exhibition period are outlined in **Table A2-5**.

Table A2-5: Stakeholder and community briefings during the EIS exhibition period

Stakeholder	Date of briefing/meeting
Rozelle Public School	11 August, 20 September 2017
WestConnex Community Reference Group	22 August 2017
Haberfield Public School	29 August 2017
NSW Department of Primary Industries (DPI) - Water	20 September 2018
Sydney Water	5 October 2018
Jo Haylen, Member for Summer Hill	1 September 2017
Jamie Parker, Member for Balmain	8 September 2017
City of Sydney Council staff	6 September 2017
City of Sydney Council Urban Design staff	11 September 2017
St Columba's Catholic Primary School, Leichhardt	14 September 2017
Inner West Council staff	14 September 2017
Inner West Council – newly elected councillors	19 September 2017
Bike Sydney, Bicycle NSW, City of Sydney, Inner West Council, Transport for NSW	26 September 2017
WestProtects	3 October 2017
The Glebe Society	9 October 2017
Haberfield Public School	11 October 2017
Port Authority of NSW	13 October 2017

A2.3.12 Electorate office roadshow

Two electorate office roadshows were undertaken to keep local members of NSW parliament staff updated on progress with the WestConnex program of works, including the project and to inform them of the public exhibition of the M4-M5 Link EIS. Six offices were visited during the north-western Sydney electorate office roadshow held on 31 August 2017 and six offices during the south-western Sydney electorate office roadshow held on 14 September 2017.

A2.4 Consultation during preparation of the Submissions and preferred infrastructure report

After the public exhibition of the EIS and during the preparation of this Submission and preferred infrastructure report, a series of briefings and meetings with key stakeholders was under carried out. The following section provides an outline of the consultation activities undertaken during preparation of the Submissions and preferred infrastructure report.

A2.4.1 Meetings and briefings with key stakeholders

Meetings and briefings were held following the EIS exhibition period to provide key stakeholders with an overview of the Preferred infrastructure report (see **Part D** (Preferred infrastructure report)) and/or to discuss their submissions on the EIS. Details of these meetings are outlined in **Table A2-6**.

Table A2-6: Stakeholder briefings during the preparation of the Submissions and preferred infrastructure report

Stakeholder name	Date of briefing/meeting	Purpose of the meeting
Sydney Water and DP&E	13 December 2017	To discuss its submission on the EIS
DP&E, NSW EPA, Office of the NSW Chief Scientist and Engineer, NSW Health (Sydney Local Health District)	11 December 2017	To discuss their submission on the EIS
DP&E and DPI-Water	14 December 2017	To discuss its submission on the EIS
Port Authority of NSW	20 December 2017	To discuss its Preferred infrastructure report and the submission on the EIS
DP&E	Ongoing	To discuss the submissions received, proposed response to submissions, updated environmental management measures and Preferred infrastructure report

A2.5 Future consultation

As discussed section 7.6 and Appendix G (Draft Community Consultation Framework) of the EIS, during detailed design, construction and operation of the project, the project team will continue to work with the community and stakeholders to ensure they are informed about the project and have opportunities to provide feedback to the project team. Key involvement activities and tools are summarised in the following sections.

A2.5.1 Consultation during detailed design of the project

In accordance with Appendix G (Draft Community Consultation Framework) of the EIS, environmental management measures (see **Chapter E1** (Environmental management measures)) and as required by any conditions of approval, Roads and Maritime will continue to consult with the community and stakeholders during the ongoing refinement of the project design, with a view to further minimising project impacts.

A2.5.2 Consultation during construction of the project

Communication and consultation with stakeholders and the community during construction would focus on providing updates on construction activities and program, responding to enquiries and concerns in a timely manner and minimising potential impacts where possible. During construction, a dedicated community relations team will deliver:

- A detailed Community Communication Strategy (identifying relevant stakeholders, procedures for distributing information and receiving/responding to feedback, and procedures for resolving stakeholder and community complaints during construction and operation)
- Notification letters and phone calls to residents and businesses directly affected by construction works, changes to traffic arrangements and out-of-hours works
- Face-to-face meetings with landowners as needed
- Regular community updates on the progress of the construction program
- Regular updates to the WestConnex website
- Media releases and project advertising in local and metropolitan English language and non-English language newspapers to provide contact information for the project team

- Site signage around construction ancillary facilities
- 24-hour, toll-free project information and complaints line, a dedicated email address and postal address.

A Complaints Management System will be in place for the duration of construction. This system will include the recording of complaints and how the complaint was addressed (within a Complaints Register). The system, which would be consistent with ISO 10002:2014 Guidelines for complaint management in organisations would be developed for the M4-M5 Link project and implemented prior to the commencement of construction (refer to section 5 of Appendix G (Draft Community Consultation Framework) of the EIS). The system would be maintained during construction and operation by the relevant contractors and would be made available to the Secretary of DP&E.

As noted in section 7.6.2 of the EIS, a Community Complaints Commissioner, who is an independent specialist, would oversee the system and would follow-up on any complaint where the public is not satisfied with the response.

Community and stakeholder input will also be sought on the draft Urban Design and Landscape Plans (UDLPs) and Social Infrastructure Plan, which will be exhibited for comment. Community information sessions will also be held to discuss the UDLPs and Social Infrastructure Plan in greater detail. Further details on the approach to community consultation during construction are provided in Appendix G (Draft Community Consultation Framework) of the EIS.

A2.5.3 Ongoing consultation during operation of the project

Community liaison would continue throughout the operation of the project. A Communications Plan would be developed by the motorway operator as a key part of the Operation Environmental Management Plan framework, to support ongoing maintenance and operations of the motorway.

The Communications Plan would include protocols for:

- Ongoing management of community complaints and enquiries during operations
- Community notifications prior to major maintenance activities
- Wider notifications of major maintenance activities that require full tunnel carriageway closure
- Notifications and communication with emergency services during an emergency.

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A3 Submissions received

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A3.1 Respondents

Submissions in response to the M4-M5 Link Environmental Impact Statement (EIS) were received and accepted by the NSW Department of Environment and Planning (DP&E) during the public exhibition period.

The EIS exhibition period of 60 calendar days commenced on 18 August and ended on 16 October 2017. Submissions were accepted by DP&E via:

- Electronic submission (online) - www.majorprojects.planning.nsw.gov.au
- Email - plan_comment@planning.nsw.gov.au
- Post - Major Projects Assessment, NSW Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001.

A total of 13,012 submissions were received in response to the EIS. Of that total, 12 submissions were received from key stakeholders including NSW Government agencies and local councils and 13,000 community submissions were received from 7,950 community submitters. The types of submitters have been summarised in **Table A3-1**.

Table A3-1: Summary of submitters

Submitter type	Total submitters
Community	7,950
NSW Government agencies	9
Local councils	3
Total	7,962

A3.2 Overview of submissions and issues raised

Submissions were received from NSW Government agencies, local councils, community groups, individual community members and other stakeholders. Issues raised in submissions received from NSW Government agencies and local councils have been individually addressed in **Part B** (Response to key stakeholders).

Issues raised in submissions from community groups, individual community members and other stakeholders have been grouped into common issues and summarised. These are described in **Appendix C** (Submitter identification number reference table). Responses to the summaries of the issues raised in the community submissions are addressed in **Part C** (Response to community submissions).

A3.2.1 NSW Government agencies and corporations

A total of nine NSW Government agencies made submissions on the EIS during the public exhibition period. The NSW Government agencies that made submissions on the EIS are outlined below and the submissions are responded to in **Part B** (Response to key stakeholders).

NSW Health

NSW Health reviewed the EIS with emphasis on the technical adequacy of the human health risk assessment (HHRA), the air quality assessment and the noise and vibration impact assessment. NSW Health was satisfied that the project HHRA used an appropriate approach for the assessment of human health risks. NSW Health also noted that the models used to assess the air quality impacts were adequate and consistent with those used on previous WestConnex projects. Queries raised by NSW Health on the management measures primarily related to sensitivity testing associated with air quality, in-tunnel air quality, noise and vibration, particularly associated with sensitive receivers and those potentially exposed to longer duration construction and operational impacts. NSW Health also requested that sensitivity tests for the modelling and assessment of air quality related to the project be conducted.

NSW Environment Protection Agency

The NSW Environment Protection Authority (NSW EPA) raised queries and recommendations in relation to water quality objectives and water treatment plants, the noise and vibration impacts associated with longer duration impacts and out-of-hours work. Queries were also raised in relation to air quality in terms of the assessment of air toxins, the regulatory worst case scenario and the vehicle emission estimation.

Advisory Committee on Tunnel Air Quality

The Advisory Committee on Tunnel Air Quality (ACTAQ) reviewed the EIS on behalf of the Office of the NSW Chief Scientist and Engineer and endorsed the EIS, stating that it constitutes a thorough review of high quality, covering all the major issues and areas that an EIS for a project of this scale should. ACTAQ also raised a number of queries regarding the air quality impact assessment, noting that the methodology used was sound and represented best practice, with no significant errors or important omissions other than new information regarding emissions from late model diesel light-duty vehicles. The ACTAQ also found that the HHRA was sound and agreed with the findings of the assessment.

Sydney Water

Sydney Water raised queries and recommendations related to the coordination of utility works and impacts to its wastewater, potable water and stormwater assets. Sydney Water also commented on the water quality objectives, the treatment of water prior to discharge and potential for environment and heritage impacts at the Rozelle Rail Yards.

NSW Department of Primary Industries

The NSW Department of Primary Industries (DPI) submission included comments from the relevant branches of the DPI and the NSW Department of Industry – Lands which is no longer within the DPI. The main comments received in the submission are queries and recommendations in relation to groundwater, water licencing, waterways, riparian land and the acquisition of Crown Land.

NSW Office of Environment and Heritage

The NSW Office of Environment and Heritage (OEH) reviewed the biodiversity, flooding and Aboriginal heritage sections of the EIS and advised that it had no comments. It was also noted in its submission that the Heritage Division of OEH was responding as a delegate of the Heritage Council of NSW.

Heritage Council of NSW

The Heritage Council of NSW raised queries and recommendations relating to impacts to places of local heritage value, particularly those associated with the Rozelle Rail Yards and surrounds and the Iron Cove Heritage Conservation Area. They also provided general historical archaeological impacts and the management of unexpected Aboriginal heritage items.

Port Authority of NSW

The Port Authority of NSW provided additional information about existing and future uses of the Glebe Island/White Bay precinct and raised queries and recommendations in relation to the potential future uses related to traffic and the coordination of utilities works in areas surrounding the Port Authority of NSW land.

Fire and Rescue NSW

Fire and Rescue NSW raised queries and recommendations related to fire safety emergency planning and management.

A3.2.2 Local councils

The project is located in the City of Sydney and Inner West local government areas. Both the City of Sydney Council and the Inner West Council made a submission, as well as the City of Canada Bay Council. A detailed list of issues raised in the submissions received from local councils and respective responses are included in **Part B** (Response to key stakeholders).

A3.2.3 Community

A total of 13,000 submissions were received from 7,950 submitters from community groups, individual community members and other interested parties. The number of submitters that raised an issue on a specific topic is reported on in **Part C** (Response to community submissions). The issues raised by each submitter varied, largely based on their location and also their particular interests in the project.

Community groups who made a submission include the following:

- Peak groups and advisory organisations, including The National Trust of Australia (NSW)
- Interest groups, including Action for Public Transport, Alexandria Residents Action Group, Australian Cycle Alliance, BIKE Sydney, Camperdown Residents Against WestConnex (CRAW), Coalition Against WestConnex, EcoTransit Sydney, Greenway Program, Haberfield Association, Inner West Bicycle Coalition, Labour History Sydney, Leichhardt Against WestConnex (LAW), Rozelle Against WestConnex, Save Ashfield Park, Stop WestConnex-Glebe Forest Lodge, The Glebe Society, WestCONnex Action Group, WestProtects Rozelle Balmain Birchgrove
- Educational facilities, including Forest Lodge Public School Parents and Citizens Association, Rozelle Child Care Centre, Rozelle Public School Parents and Citizens Association, St Thomas Childcare Centre
- Elected representatives (State) and political parties, including the State Member for Summer Hill, Federal Member for Sydney, Illawarra Greens and the Greens NSW.

Common issues

Each submission was examined in detail to identify and understand the issues raised. The content of each community submission was reviewed and categorised according to the key issues (eg traffic and transport) and sub-issues (eg construction traffic routes) raised.

The issues raised in each submission have been extracted and collated and have been presented as a summary of the specific issues raised by individual submissions. This means that while the exact wording of a particular submission may not be presented in the summary of the issue, the intent of each individual issue raised has been captured and corresponding responses to the issues have been provided. Where similar issues have been raised in different submissions, only one response has been provided.

The community issues raised and the associated response provided forms the basis of **Part C** (Response to community submissions).

Submitter identification number

Submitters can locate the issues raised in their submission and the relevant section/s of this report where these have been addressed in **Appendix C** (Submitter identification number reference table). Each submitter has been assigned an identification number by DP&E. In those instances where more than one submission was submitted by the same author, generally only one submitter identification number was assigned. However, where a submission was not identified as originating from the same author, that submitter will have more than one identification number.

Submitters can access their submitter identification number by locating their submission on the DP&E website¹.

Petitions

Two petitions were received in response to the EIS:

- Petition 1 - from the Haberfield Public School Parents and Citizens Association – 221 signatures
- Petition 2- from an individual on behalf of their neighbourhood – 128 signatures.

¹ <http://majorprojects.planning.nsw.gov.au/>

Form letters

A proportion of the community provided submissions during the public exhibition of the EIS in the form of a standardised letter. In total 11,859 individual form letters were received across 542 versions. The issues raised in each form letter have been examined in detail and included in the summary of the specific issues raised by individual submissions. Submitters who submitted form letters have been assigned an individual submitter identification number so that submitters can locate the issues raised in their submission and the relevant section of this report where these have been responded to.

Where a submitter has provided additional comments within a form letter, those additional comments are represented by the submitter identification number and cross referenced against the relevant responses in **Appendix C** (Submitter identification number reference table).

Summary of issues raised

The following issues were most commonly raised in the community submissions received:

- Traffic and transport
- Project development and alternatives
- Noise and vibration
- Social and economic impacts
- Consultation
- Air quality
- Strategic context and project need
- Assessment process
- Human health
- Land use and property.

Detailed discussion of the issues raised by the community and responses to these issues are located in **Part C** (Response to community submissions). Submitter identification numbers and the relevant section of the report where each submitter's issues are addressed are provided in **Appendix C** (Submitter identification number reference table).

A3.3 Summary of project refinements

Based on community feedback and concerns raised in submissions on the EIS, a number of refinements to the construction ancillary facilities at Haberfield and the Darley Road civil and tunnel site (C4) have been made to further minimise impacts on the community and sensitive receivers.

A3.3.1 Refinements to construction ancillary facilities at Haberfield

For the construction ancillary facilities at Haberfield, the following refinements are proposed in the Submissions and preferred infrastructure report:

- Wattle Street civil and tunnel site (C1a) – the area at the surface shown in Figure 6-14 of the EIS would no longer be used during construction of the project. Construction works at this site would be limited to the area shown at the Wattle Street entry and exit ramps, noting that some above ground works would still be proposed in this area
- Haberfield civil and tunnel site (C2a) – the construction footprint shown in Figure 6-16 of the EIS would be reduced to what is shown in Figure 6-19 of the EIS (as the Haberfield civil site (C2b)). This construction ancillary facility would be used as a civil site only during the construction of the project and no tunnelling would be carried out from this site.

These refinements would allow landscaping and urban design works associated with the M4 East Urban Design and Landscape Plan (UDLP) and Residual Land Management Plan in the area around Wattle Street and Walker Avenue at Haberfield to be carried out at the completion of construction of the M4 East project.

A3.3.2 Refinement to the spoil haulage route for the Darley Road civil and tunnel site (C4)

For the Darley Road civil and tunnel site (C4), the following refinements are proposed to address concerns raised associated with the proposed spoil haulage route during construction:

- Changes to the haulage route for incoming construction traffic. Heavy vehicles would travel eastbound along City West Link, use James Craig Road to turn around to travel westbound on City West Link and use the existing left turn into James Street. As a result, the proposed temporary construction vehicle only right turn arrangement from City West Link into James Street/Darley Road would be removed
- Establishment of a dedicated right turn bay for heavy vehicles to enter the site from the existing westbound carriageway of Darley Road while not impeding the movement of through traffic.

These refinements would improve traffic flow and safety associated with heavy vehicle movements to and from the Darley Road civil and tunnel site (C4).

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A4 Clarifications

This chapter describes clarifications to the Environmental Impact Statement (EIS) as well as minor refinements, errors and discrepancies. Where relevant, the text provided can be considered to replace the text from the EIS. None of the minor errors and discrepancies would result in any significant change to the outcomes of the environmental assessment described in the EIS. Significant refinements to the project design since exhibition of the EIS are described and assessed in **Part D** (Preferred infrastructure report).

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A4.2.18	Cumulative impacts	A4-7
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A4.1 General clarifications

This section identifies general clarifications and minor errors and discrepancies identified in the EIS. Where relevant, the text provided can be considered to replace the text from the EIS. None of these clarifications result in any significant change to the environmental impacts described in the EIS.

A4.1.1 Use of remaining project land

Rozelle Rail Yards

Submissions indicated there may be some confusion around the future use of the remaining project land at the Rozelle Rail Yards (being the Rozelle interchange) and how it is consistent with *The Bays Precinct Transformation Plan* (UrbanGrowth NSW 2015), which is discussed throughout the EIS including in Chapter 3 (Strategic context and project need), Chapter 7 (Consultation), Chapter 14 (Social and economic) and Appendix O (Technical working paper: Landscape and visual impact) of the EIS.

The Bays Precinct Transformation Plan identifies the potential for opportunities provided by the redevelopment of the Rozelle Rail Yards for integration and connection of communities to the north and south through the creation of public open space and improved connections between Lilyfield and the waterfront. *The Bays Precinct Transformation Plan* also identifies opportunities for the development of the Rozelle Rail Yards for mixed housing and potentially also for employment uses. This has been considered during the development of the concept design of the Rozelle interchange.

As described in section 3.1.12 of the EIS, the project is consistent with *The Bays Precinct Transformation Plan* vision for the creation of new open space, provision of new pedestrian and cyclist links, connecting communities and the acknowledgment of the rail heritage of the area. However, the project is inconsistent with *The Bays Precinct Transformation Plan* with respect to the proposed development of the Rozelle Rail Yards for mixed housing and potential employment uses.

The reasons for the project being inconsistent with elements of the vision for the future development of the Rozelle Rail Yards outlined in *The Bays Precinct Transformation Plan* can be attributed to the nature of the project and the geographical area required for its construction and operation and also the commitment made by the NSW Government (announced in July 2016) that the project would deliver up to 10 hectares of new open space and active transport links for the community at the Rozelle Rail Yards.

Should the project not proceed, the Rozelle Rail Yards would likely be developed in accordance with *The Bays Precinct Transformation Plan*, including the provision of public spaces, employment uses and mixed housing.

A4.1.2 Function of the Pyrmont Bridge Road tunnel site (C9)

The EIS and this Submissions and preferred infrastructure report refer to the construction ancillary facility at Annandale as the Pyrmont Bridge Road tunnel site (C9). However, as this site also involves civil works related to the realignment of Bignell Lane as described in the EIS, it would function as both a civil and tunnel site.

A4.1.3 Deletion of environmental management measure LV20

Environmental management measure LV20 in Chapter 29 (Summary of environmental management measures) of the EIS to 'Provide a well-articulated, integrated car parking and landscape design for the bioretention facility in Manning Street that is place sensitive, and enhances the interface between the project and both King George Park and adjacent residences' has been removed from the **Table E-1** (Environmental management measures). As it is proposed to relocate the bioretention facility from its original location within the Manning Street car park, Rozelle, this environmental management measure is no longer required (see **Part D** (Preferred infrastructure report)).

A4.1.4 Amendment of environmental management measure SW10

In environmental management measure SW10 in **Table E-1** (Environmental management measures), the text 'The level of treatment provided will consider the characteristics of the waterbody, any operational constraints or practicalities and associated environmental impacts and be developed in accordance with ANZECC (2000) and with consideration to the relevant NSW Water Quality Objectives (WQOs) and *Protection of the Environment Operations Act 1997* (NSW)' has been removed. This text has been removed as the environmental management measure commits to adopting the *Australian and New Zealand Guidelines for Fresh and Marine Water Quality* (Australian and New Zealand Environment and Conservation Council (ANZECC) (2000)) 90 per cent species protection level for toxicants as the discharge criteria for construction water treatment plants where practical and feasible. Including text that requires further consideration of treatment levels may suggest that these discharge criteria have not been confirmed and committed to, which is not the case.

A4.1.5 Recommended height for planning controls at St Peters

The appropriate recommended height for planning controls at St Peters is 10 metres as noted in section 11.5.1 of the EIS. The figure of 30 metres noted in section 9.7.5 of the EIS is a typographical error.

A4.2 Minor errors and discrepancies

This section identifies various minor errors and discrepancies identified in the EIS. Where relevant, the text provided can be considered to replace the text from the EIS. None of these minor errors and discrepancies would result in any significant change to the environmental impacts described in the EIS.

A4.2.1 General

Incorrect reference to Iron Cove Link civil site (C8)

Throughout the EIS, the Iron Cove Link civil site (C8) is, in a few instances, referred to as the Iron Cove Link civil and tunnel site (C8). The correct name is the Iron Cove Link civil site (C8). This site would be used to support construction of the Iron Cove Link surface works as described in section 6.5.12 of the EIS, including tunnel entry and exit ramps, upgrades and modifications to the eastbound and westbound carriageways of Victoria Road and construction of the Iron Cove Link motorway operations complex (MOC4) including the Iron Cove Link ventilation facility and outlet. There is no provision at this site to operate roadheaders (as tunnel excavation of the Iron Cove Link is anticipated to occur from the Rozelle civil and tunnel site (C5)), however the site may be used to support limited excavation of the initial sections of the Iron Cove Link tunnels.

A4.2.2 Project development and alternatives

Incorrect reference

In section 4.6.2 of Chapter 4 (Project development and alternatives) of the EIS, Table 4-7 lists the construction ancillary facility options that were investigated but do not form part of the project. The City West Link, Lilyfield site is listed as an alternative to the Rozelle civil and tunnel site (C5). The project site that provides the function identified at the City West Link, Lilyfield site should instead be the Darley Road civil and tunnel site (C4).

A4.2.3 Construction work

Construction staging and indicative construction program

In section 1.3.1, section 6.1.2 of the EIS and in the description of the project in each of the Technical working papers that accompany the EIS (Appendix H to Appendix V of the EIS), it is incorrectly stated that the Stage 2 works (construction of the Rozelle interchange and Iron Cove Link) are expected to commence in 2019. This should read late 2018, as shown in the indicative construction program in Table 6-2 and in each of the Technical working papers that accompany the EIS.

Text amendment

The following items were not included in the list of typical activities included for site establishment and enabling works provided in section 6.4.1 of the EIS:

- Piling works and initial excavation for the tunnel access declines and/or shafts
- Piling works and excavation for the acoustic sheds.

The excavation and piling works listed above should be read as part of the list of site establishment activities provided in section 6.4.1 of the EIS. The acoustic sheds would also be established concurrently with the initial excavation and piling works listed above.

Figure amendment

Figure 6-16 of the EIS incorrectly labels the C2a construction ancillary facility as Wattle Street civil and tunnel site. This label should read C2a - Haberfield civil and tunnel site.

Motorway operations complex reference

Section 6.5.14 of Chapter 6 (Construction work) of the EIS (page 6-69) incorrectly references the St Peters motorway operations complex (MOC5). This should read the Campbell Road motorway operations complex (MOC5).

A4.2.4 Consultation

Table 7-4 of Chapter 7 (Consultation) of the EIS states that consultation with the Inner West Council commenced in April 2016. This is an error and should be May 2016.

A4.2.5 Traffic and transport

Incorrect references

In Appendix H (Technical working paper: Traffic and transport) of the EIS, section 7.2.6 discusses the Parramatta Road East civil site (C3b). However, this section references Figure 7-8, which displays the Darley Road civil and tunnel site (C4). The section should refer to Figure 7-6.

In Appendix H (Technical working paper: Traffic and transport) of the EIS, Figure 7-7 (page 110) shows the incorrect figure label. The figure label should read 'Indicative Haberfield civil site (C2b) layout'.

Spoil haulage hours at the Darley Road civil and tunnel site (C4)

Spoil haulage at the Darley Road civil and tunnel site (C4) would occur during standard construction hours (between 7.00 am and 6.00 pm Monday to Friday and 8.00 am and 1.00 pm on Saturdays).

Clarification

Section 8.3.1 (page 8-80) of the EIS and section 7.4.3 (page 140) of Appendix H (Technical working paper: Traffic and transport) of the EIS note that the Darley Road/Charles Street intersection located on the southwest corner of the Darley Road civil and tunnel site (C4) is proposed to be upgraded to a signalised intersection. This proposed upgrade was removed from the project after the completion of the traffic and transport assessment and does not form part of the project.

A4.2.6 Air quality

Incorrect figure reference

Section 9.7.1 of the EIS (page 9-56) incorrectly references Figure 9-25. This reference should be to Figure 9-26.

Inconsistent information

The environmental management measures in section 9.10 of the EIS are inconsistent with the air quality environmental management measures in Chapter 29 (Summary of environmental management measures) of the EIS. An updated list of environmental management measures is provided in **Chapter E1** (Environmental management measures).

Incorrect figure

Figure 9-51 of the EIS is incorrect. This figure should have been consistent with Figure 8-75 of Appendix I (Technical working paper: Air quality) of the EIS. This error is described further in **section B10.9.6**.

Typographic error

Table note (i) of Table 9-3 of the EIS erroneously describes the international health-related ambient air quality criteria for New Zealand as '(i) By 2020'. This is a typographic error and the year should be 2002.

A4.2.7 Noise and vibration

Inconsistent information

Appendix J (Technical working paper: Noise and vibration) of the EIS states in multiple locations that 'It is also important to note that no local roads would be used by heavy vehicles during works'. This is contrary to Appendix H (Technical working paper: Traffic and transport) which states 'Some use of local roads by heavy vehicles delivering materials and/or equipment may also be required, however this would be minimised as far as practicable'.

The correct description is that some use of local roads by heavy vehicles delivering materials and/or equipment may also be required, however this would be minimised as far as practicable.

Heavy vehicle movements associated with the removal of spoil from tunnelling would occur via ingress and egress directly to and from the arterial road networks. The project related heavy vehicle routes would be refined and confirmed during detailed design and construction planning and documented in the CTAMP which requires approval by the Secretary of DP&E prior to construction (see environmental management measure TT15 in **Chapter E1** (Environmental management measures)).

Inconsistent information

Chapter 10 (Noise and vibration) and Appendix J (Technical working paper: Noise and vibration) of the EIS state different predicted noise levels.

Section 10.4.1 (page 10-133) states the following:

- The project is predicted to result in a reduction in noise levels for approximately 65 per cent of the receivers within the study area
- A minor (less than 2 dBA) increase in noise levels is predicted at just over 34 per cent of the receivers. This magnitude of noise increase is noted in the RNP as being unlikely to be perceptible by the average person.

Section 6.2.1 of Appendix J (Technical working paper: Noise and vibration) (page 287) states the following:

- The project is predicted to result in a reduction in noise levels for around 60 percent of the receivers within the study area
- A minor (less than 2 dBA) increase in noise levels is predicted at around 40 per cent of the receivers. This magnitude of noise increase is noted in the RNP as being unlikely to be perceptible by the average person.

The information in Chapter 10 (Noise and vibration) is incorrect and should reflect the values for noise increases and reductions in Appendix J (Technical working paper: Noise and vibration).

Missing reference – British Standard BS 6472-1

The British Standard BS 6472-1 has not been correctly referenced within Appendix J (Technical working paper: Noise and vibration) of the EIS. The correct reference for BS 6472-1 is as follows:

BS 6472 Part 1-2008 Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting Part 1 (British Standards Institute (BSI) 2008).

Missing reference – Reference to Figure 5-16

Reference in the text to Figure 5-16 (page 126) of Appendix J (Technical working paper: Noise and vibration) of the EIS is incorrect. The correct figure reference should be to Figure 5-10 (page 121) of Appendix J (Technical working paper: Noise and vibration) of the EIS.

A4.2.8 Land use and property

Incorrect figure reference

Section 12.2.2 of Chapter 12 (Land use and property) of the EIS (page 12-11) includes three figure references. The second figure reference to Figure 12-3 (under Planning controls) is incorrect and should reference Figure 12-2.

A4.2.9 Social and economic

Incorrect information

Table 9-5 in Appendix P (Technical working paper: Social and economic) of the EIS shows indicative construction timeframes at Rozelle from 2018 to 2020. This is an error and the table should include the years 2021, 2022 and 2023 to show the overlap between construction at the Rozelle Rail Yards for the M4-M5 Link and the proposed future Western Harbour Tunnel project.

A4.2.10 Contamination

Update to status of potentially contaminating land uses

Table A4-1 outlines the current status of sites notified to the NSW Environment Protection Authority (NSW EPA) under section 60 of the *Contamination Land Management Act 1997* (NSW) (CLM Act) or formerly regulated by the NSW EPA under the CLM Act. This information updates the information presented in Table 16-18 to Table 16-21 of the EIS as the status of these sites has been revised since the EIS was prepared.

Table A4-1 Amendment to status of contaminated sites

Table in EIS	Property	Status in EIS	Amendment
Table 16-18	Caltex service station 121 Victoria Road, Rozelle	Currently under assessment by the NSW EPA after being notified under section 60 of the CLM Act.	Regulation under the CLM Act not required
	7 Eleven service station 178–180 Victoria Road, Rozelle	Currently under assessment by the NSW EPA after being notified under section 60 of the CLM Act.	Regulation under the CLM Act not required
Table 16-19	Mobil service station 198 Parramatta Road, Annandale	Reported to the NSW EPA under section 60 of the CLM Act. Currently under assessment by the NSW EPA.	Regulation under the CLM Act not required
Table 16-20	Caltex service station 26 Enmore Road, Newtown	Reported to the NSW EPA under section 60 of the CLM Act. Currently under assessment by the NSW EPA.	Regulation under the CLM Act not required
Table 16-21	Camdenville Park May Street, St Peters	Reported to the NSW EPA under section 60 of the CLM Act. NSW EPA assessed the site as not requiring regulation under the CLM Act.	Regulation under the CLM Act not required

A4.2.11 Soil and water quality

Incorrect reference

In Table 15-1 (page 15-1) of the EIS, the Secretary's Environmental Assessment Requirements item 11.1(a) references the information being provided in section 15.1.4. This is a typographical error and should instead reference section 15.1.5 of the EIS.

Text amendment

The environmental management measure OSW16 in Chapter 15 (Soil and water quality) of the EIS identifies the discharge criteria for manganese as 1.8 milligrams per litre in accordance with ANZECC (2000) and the NSW Water Quality Objectives. However, this is incorrect. The manganese concentration should be 1.9 milligrams per litre, which is the 95 per cent freshwater protection level as noted in Table 4-5 of Appendix Q (Technical working paper: Surface water and flooding) of the EIS. This correction has also been reflected in **Chapter E1** (Environmental management measures).

A4.2.12 Non-Aboriginal heritage

Figure amendment

Figure 6-18 in section 6.14 of Appendix U (Technical working paper: Non-Aboriginal heritage) of the EIS incorrectly identifies the following local heritage items as listed under the Sydney Local Environmental Plan (LEP) 2012:

- Former electricity substation, Marrickville LEP 2011 #I163
- Corner shop – including interiors, Marrickville LEP 2011 # I141
- Group of Victorian Style Terraces – including interiors, Marrickville LEP 2011 #I142
- Cragos Flour Mills site – including interiors, Marrickville LEP 2011 #I152
- Victorian terrace – including interiors, Marrickville LEP 2011 #I165
- St Joseph's Boys School – including interiors, Marrickville LEP 2011 #I309.

These items are local heritage items listed under the Marrickville LEP 2011 and should be referenced as such.

A4.2.13 Flooding and drainage

Text omission

The following sentence in section 17.5 of the EIS (page 17-68) is missing the word 'event' and should read (addition shown in *italics*) 'there is no impact on properties in the 100 year ARI *event*'.

A4.2.14 Biodiversity

Text omission

The sentence in Table 18-3 of the EIS should read (addition shown in *italics*) 'As the native vegetation within the study area does not meet the definition for native vegetation *under the FBA*, the proportional change in area to perimeter ratio could not be assessed'.

A4.2.15 Groundwater

Text omission

The area identified in section 19.3.4 of the EIS within Leichhardt (surrounding the Hawthorne Canal) was mistakenly shown as containing potential acid sulfate soils (PASS) as it is not part of the project footprint. Therefore there is only one identified PASS site (Rozelle).

Figure amendment

In Figure 19-6 of the EIS, an incorrect figure (Figure 5-1 from Annexure H of Appendix T (Technical working paper: Groundwater) of the EIS) was inserted into the EIS. The correct figure that should have been included as Figure 19-6 is Figure 5-7 from Annexure H of Appendix T (Technical working paper: Groundwater) of the EIS.

A4.2.16 Greenhouse gas

Figure amendment

Figure 22-1 and Figure 22-2 are presented in the incorrect order in Chapter 22 (Greenhouse gas) of the EIS. The figure captions and caption references are correct; however the figures should be switched.

A4.2.17 Hazard and risk

Section 25-1 of the EIS (page 25-3) states that pedestrian safety risk is discussed in Chapter 8 (Traffic and transport) of the EIS. The correct reference is to Chapter 11 (Human health risk) of the EIS as this is where pedestrian safety is discussed.

A4.2.18 Cumulative impacts

Table amendment

Table 26-3 (page 26-13) of the EIS repeats the last three columns for cumulative scenarios including the M4 Widening, M4 East and King Georges Road Interchange Upgrade projects. This text should only be provided once.

Table amendment

Table 26-6 (page 26-21) of the EIS represents cumulative construction noise impacts, not cumulative operational noise impacts as shown in the table label. The label of the table should read 'Cumulative construction noise impacts'.

A4.2.19 Sustainability

Text amendment

The use of the phrase 'WestConnex project' has inadvertently been used to describe the 'WestConnex program of works'. As such the following text in section 14.3.7 of the EIS and section 7.6.1 of Appendix P (Technical working paper: Social and economic) of the EIS should read:

'As a commitment of the project, the WestConnex Training Academy has been established. As outlined in the WestConnex Sustainability Strategy, the entire WestConnex program of works aims to deliver 500 apprenticeships/traineeships during the life of the program. A portion of this number would be trained on the M4-M5 Link project'.

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