[redacted]

[redacted]

Name: Mark Evans

[redacted]

Kogarah, NSW
2217

Content:
I have a number of concerns regarding the impact to housing through noise and pollution both during the project and after the project is complete. The Site works at C6 (Removal of petrol station) - this is already a busy junction and there are a number of residential units within a very short distance (5m) - besides this is used as a busy crossing to get to Kogarah town centre for shopping, medical, and commuters. It's unreasonable for any works to be carried out with such proximity to current residential housing...
Secondly, whilst the EIS shows that pollution from ventilation stacks is pushed up into the atmosphere, there are a number of high rise buildings (and further in planning) within short distances from the ventilation stacks - how far into the atmosphere is this pollution sent? will it not impact high rise residential in the area? Bicentennial park is the only park within safe walking distance for children in the area - how can an alternative be provided when there are no alternative parks within reasonable walking distance?
I'm gravely concerned about traffic impacts & especially access to public transport, especially during and after construction - some bus services only run from the grand parade and I expect access to these will be diminished through the works...

[redacted]

Name: Mark Evans

Kogarah, NSW
2217

Content:
I don't see how we will be compensated for the total takeover of bicentennial and surrounding parkland, alongside the removal of a petrol station on the princes highway to widen the road by homes, terrible increase in traffic, pollution, noise, and loss of residential on road parking for the duration of works (8+ years for stage 1-2)... How will we be compensated for loss in property values, and/or relocation costs to escape this.. I see absolutely no benefits to my community, only a terrible change to our lives..

Name: Mark Evans

Kogarah, NSW
2217

Content:
much of the information in the EIS is not necessarily an easy read, and the potential impact to my home area in Green Street, Kogarah I consider this extremely unfair.. I do understand that response to the EIS is likely a wasted effort based on previous EIS reports..

From the small amount of reading i have done so far the expected outcome for my street for 8+ years are:

Directly related to the removal of the petrol station on the princes highway, widening of president avenue, ventilation stack on west botany street, cut/cover of the tunnel entrance from president avenue:

1. Increase in noise from construction and traffic.
2. Potential loss of on street parking during construction
3. Much more difficulty in commuting (difficult access to the bus services on the grand parade), and/or driving especially during construction
4. Dust, and other potentially harmful pollution during construction. Further pollution due to increased traffic, and unfiltered ventilation stacks.
5. Removal of the only local parkland for the construction period.
6. Removal/restricted access to nature walking paths to/from Brighton le sands / Ramsgate
7. Unreversiible damage to the local wetlands and wildlife.
8. Likely loss of housing value, also making it near impossible to relocate due to the cost/losses involved. Impossible to escape.
9. Highly likely impact to health of local residents through the above.

I have several health issues such as asthma so any increase to pollution is a huge concern to me.

I see zero benfit to the local residents, but a lot of potential issues..

Please extend the EIS response time so that we may better understand the impact and provide proper informed feedback.

Regards,

Mark Evans

[redacted]

[redacted]

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

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

I OBJECT wholeheartedly to this project and the amount of negative impact it will have directly on my neighbourhood and home. This project will directly affect me as I live on Green street Kogarah. My home will be subject to reduced street parking, worse access to public transport (especially via the bus services on the Grand Parade), loss of the parkland for at least 4-5 years - and unusable noisy parkland afterwards, and possibly reduced/no access to the bush walks towards Ramsgate, Irreversible damage to the natural marshlands in the park near my home, and removal of a lot of trees . Removal of 1 petrol station and widening of roads which will cause more noise, and worsened traffic, alongside all of the additional traffic through the project itself. Installation of a polluting smoke stack within a few hundred meters of my home, the tunnel entrance/exit within a few hundred meters of my home which will cause further pollution (Regardless of EIS reports there is plenty of sc

ientific evidence showing exhaust particulates have terrible effect on health and mortality rates - I suffer from asthma already!). This project brings ABSOLUTELY NO BENEFIT TO LOCAL RESIDENTS, but destroys many of the things which caused us to buy a home here! I HOPE THIS DOES NOT GO AHEAD BUT IF IT DOES I EXPECT TO BE HANDSOMELY COMPENSATED..

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

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

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

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

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

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

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

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

Some negative impacts include:

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

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

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

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

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

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

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

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

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

Yours sincerely,

Mark Evans

[redacted]

[redacted]

[redacted]

[redacted]

Name: DENNIS LOETHER
Organisation: ROCKDALE ILINDEN SOCCER CLUB INC (2216)
[redacted]
ROCKDALE, NSW
2216

Content:
This submission is made on behalf of the Rockdale Ilinden Soccer Club Inc. We are a local football Club who currently occupy the fields known as Bicentennial Park South and East.

We have, for the purpose of preparing this submission, considered all relevant project documents.

As a result of the project, our Junior arm of our club, comprising some 500+ registered players from ages 5 right up to all age mens and women, will be displaced and left without a home ground.

Apart from the loss of our training and playing fields, the project will result in the loss of what is a valuable piece of open space land in our locality. The land is, in addition to its usage by our Club, frequently used by various local schools for recreational pursuits and, when we are not using the fields ourselves, members of the public.

The project will decimate our Junior club if it follows the proposed alignment as indicated in the project documents.

We as a club understand project needs however the impacts on our community are significant. The impacts on our club are overwhelming. 500+ local children will no longer be able to play the sport they love.

The club reiterates what it has stated openly and that is that there is an obligation, should the project proceed, to locate a suitable alternative location and for that location to be upgraded with necessary infrastructure to enable the club to continue its operations. It should be noted that since our occupation of Bicentennial Park East commenced, the Club has spent hundreds of thousands of dollars on maintenance, field works, ground improvements, and other upgrades.

The Club has self managed the facility without external assistance for the benefit of not only our registered players, but the for the wider community who also enjoy the facility.

Open space land is a scarcity in our locality however there are other locations which could be utilised and upgraded to provide a new home for our junior base.

If this was to occur, the Club would withdraw its objection.

[redacted]

[redacted]

Content:
Hi,

my wife and I moved to [redacted], and would like to make a submission about consequences of increased noise that will occur due to F6 being in operation.

It is great to see the state government build more roads and motorways, to make it more accessible for people to get around.
However as a resident living very close to corner of O'Connell st and President Avenue, the noise from cars stopping at O'connell st traffic light, heading north bound is currently noisy as it is, and would be more noisy once the F6 is completed.

In building the motorway, I hope you will consider the residents on O'Connell st and be aware of the noise pollution that will occur due to larger volume of traffic travelling through the street and area.

I hope and kindly request if the government would introduce a rebate/subsidy for homeowners to soundproofing windows and homes in the area.
I am in support of this magnificent project, and hope there will be observations of noise pollution in the area.

Regards

[redacted]

Content:
I am writing to strongly object the proposed F6 Freeway. This road will ruin our beautiful area, and the road is a huge risk to people and our environment. The EIS states that tunneling will be undertaken 24 hours per day. I live across the road from the tunneling area, and i have 2 sons, one at the time of this tunneling will be sitting his HSC, and will be extremely distracting for him. I also suffer severe allergies from dust, the EIS report shows that the soil removal area will be located right across from my home, I am concerned about my health during this process. I also cannot believe the government allows this to occur right next to a school ,where noise, pollution, dust and other environmental risks will be exposed to young children daily.
it makes no sense why the tunnel has to come our right near the school and O'neill st, when you look at the vacant land nearby and if the tunnel came our further along president ave away from schools and homes, this makes more sense. I know that the RMS doesn't own this land, therefore they should acquire it, just like you go and acquire peoples homes. It unfair and unethical. People and our environment are not even considered in the F6, it will create an absolute bottle next on president ave, and traffic will be alot worse, the tolls are ridiculous as well. this is not a well thought out strategy for the area, if the intent was to minimise travel to the southern parts of Sydney and Wollongong then make the road go all the way to those areas, in Brighton Le sands we are close enough to the city not to have to use these roads, and the fact the F6 does not allow you to head south when joining the M5 really misses the mark.
The EIS says it will relocate the wetlands, i would like to see evidence of this where loss of natural landscapes and wildlife will be preserved, they do not live in unnatural environments.
Lastly you say you will close access to Oneill st, if that is the case, then no parking signs will need to be places in the culdesac as parking is ridiculous with the soccer club in our street, if the fields are re-instated then there must be a car park established for that, not just using the existing car park, it is not big enough. Also access to the soccer fields from Oneill street need to be blocked off as people access them via Oneill st and creates issues for residents, all local residents in Oneill street are very stressed with the

F6 and how this has de-valued homes in our street.
Lastly, if for some reason this road goes ahead, i will be claiming compensation for any health issues, noise (as i will be monitoring the decibels during construction) and anything over 85db i will be reporting this to workcover and other authorities, dust and any damage/repairs to my property, ie: dust stains and dirt on my homes exterior as well as upgrading all windows to double glazing, and any temporary accommodation when my son is completing his HSC.

[redacted]

Name: Anthony Antonas

[redacted]

Kogarah, NSW
2217

Content:
With regards to access in and out of Moorefield Estate, please consider how residents will be able to safely turn right into President Ave.
With the removal of a right turn out of Civic Ave, a refuge bay is being proposed from Lachal Ave to enable a right turn into President Ave. Have traffic lights been explored as a safer option?
Currently, turning right into President Ave from Civic Ave is a dangerous gamble. Any option to allow residents to turn right into President Ave from Moorefield Estate needs to be safer than it is today.
Please consider the safest option as many families with kids access in & out of Moorefield Estate multiple times a day. They will need to compete with the added congestion and dangers this project brings to be able to get in & out safely.
Thank you.

[redacted]

[redacted]

[redacted]

Content:
I object to the F6 tunnel/road project !

[redacted]

[redacted]

[redacted]

Content:
The turn in lanes to the TAFE car park on President Avenue are a huge improvement. There also needs to be "do not queue across driveway" signage please.

[redacted]

[redacted]

Name: Norman Strachan

[redacted]

Brighton Le Sands, NSW
2216

Content:
Living so close to the President Ave on ramp, I am extremely concerned at the prospect of 4 years of noise and upheaval during construction. The light rail debacle suggests that the 4 year time frame is at best a guesstimate. What is being proposed to limit disruption for nearby residents during construction

[redacted]

[redacted]

[redacted]

Content:
I do not support the extension of the Sydney motorway network as proposed.

The EIS for the F6 extension does not sufficiently consider alternative policies that would address the environmental impact of the current or induced road traffic, or provide sufficient evaluation of alternative transport solutions to address future mobility demands.

The objectives related to exhaust emissions from petrol and diesel vehicles should include an evaluation of changing vehicle emissions standards, supporting households and firms transition to electric vehicles, and road pricing for heavy emissions vehicles.

The travel time benefits are not relevant within urban areas. Households have a travel time budget, and improving the speed of mobility simply sprawls urban activity at lower densities, making households more car dependant and creating unhealthy neighborhoods. Converting a travel time cost to a financial cost is not a net benefit to society, households simply have less income to spend on other goods and services. The only beneficiaries of travel time savings are the banks and financiers who capture the cost of capital and project transaction costs. Travel time saving have been excluded from inner urban transport analysis for decades in the UK and Europe. These benefits should be excluded from the analysis.

Meeting the increasing needs of mobility should consider investments in rail and last-mile electric vehicles for the movement of freight. All growth in mobility demand should be accommodated through investments in more efficient forms of public transport, better land-use planning, and better active transport solutions outside the project corridor.

Car ownership, fuel levies and road tolls place a significant financial burned on households and the

productivity of the NSW economy. Inducing motor vehicle journeys shifts demand from active transport and public transport, and makes us less healthy, while placing the community at higher risk of injury and death. The health and financial impacts on NSW households far exceed the suggested benefits of this project.

Demand for road based mobility can also be addressed through road pricing reform, and land-use regulation. Investments should be made in improved public transport corridors, higher density housing, and mixed use precincts that reduce the need to travel long distances on the arterial road network.

The EIS states that the project will induce road demand and increase vehicle movements, woening the concentration of noise and emission on the arterial road network. The induced demand will simple move transport customers from more efficient and safer forms of transport onto the road network.

The Sydney motorway network has become a financial Ponzi scheme, where new projects are needed to funnel demand into the previous project to make the system financially viable. It appears the F6 extension project is designed to induce demand to make Westconnex financially viable. The investors of this project, the people of NSW, stand to loose millions of dollars if the induced demand of Westconnex and stages 2 and 3 are not realised. DPE should be forwarding the financial and economic analysis of this project to ASIC for financial fraud investigation.

Having failed to consider other viable policy solutions to the stated problem, and failing to consider the broader social and environmental impact of induced demand on the environment, the financial impact on households, and the financial fraud of a Ponzi scheme, as required by law, the proposed project must be rejected.

[redacted]

[redacted]

Content:
We don't need more traffic to our area. Yes, the Rockdale Bicentennial park is a mess full of weeds, the birds and frogs had either moved out or killed, but it does not mean more disturbance is OK. Frankly this place does not need more car. There is no safe crossing in any of the major roads for miles, so everyone drives even just a walk of 5 mins to the playground, or they just run across the street to take their chance. How about fix those first? There are hospitals, schools, aged care and retirement village in the area, I saw no safety measurement to all these people. This area used to quiet and clean now we cannot even hang our cloths outdoor without they being coated in dust after a morning.

[redacted]

[redacted]

Name: Biljana Stanojcic

[redacted]

Sans Souci, NSW
2219

Content:
it is imperative that traffic congestion and access to TAFE NSW on President Ave is monitored and maintained. Safe entry and exit from the college campus is critical and I have concerns with increased traffic flow into this area that there are further risks for safe traffic flow. Please review current entry and exit for the TAFE college and ensure the safety of this is reinforced and improved if required.

[redacted]

[redacted]

[redacted]

Content:
The entry driveway for TAFE Staff and Students on President Ave has increasingly become more dangerous due to the lack of a right hand turning lane on President Ave and the addition of having to cross 3 lanes to enter the driveway. Accidents are a common occurrence for those people turning into the TAFE driveway- either being rear-ended whilst waiting to turn or being hit by on coming traffic whilst having to cross 3 lanes to enter the only driveway.

Suggestions of a turning bay would stop the rear-ending accidents but the focus needs to also be to lower the speed of the oncoming vehicles. I propose that the whole area needs to be classified as a school zone to slow traffic as there is a high volume of foot traffic both from TAFE Students and the. two high schools adjoining our premise.

[redacted]

[redacted]

[redacted]

Content:
F6 Stage 1 Environmental Impact Statement.

The community has only been given until 14 December, 2018 to respond. The EIS is thousands of pages and you cannot expect the general public to try and read and respond to this in 35 days.

Didn't the RMS take months to prepare this document? Why can't we have the same opportunity of time?

From my first look, it seems like the entire water body that currently is the huge pond in Bicentennial Park is eradicated. I personally know that Murray River short neck turtles inhabit this pond, and have seen other birds such as spoonbills and great egrets here. I have photos of them too.

This whole project is a disgrace. We do not need this short stub of a road whose exit is only going to cause damage to our whole suburb.

Regards

[redacted]

[redacted]

[redacted]

[redacted]

Given the very short time frame in which to read and understand the thousands of pages in the EIS, I have chosen to focus on a few parts only. I wish you to record my extreme disappointment in your selection of a mere 35 day comment period, when it is clear that no less than 90 days should have been provided.

I further object to this project on the following grounds (every point raised below illustrates an objection, and the reasons why, and must be read as such – nothing within this document is comment for the sake of comment:

The NSW Government should be concentrating on bringing down the number of cars, not catering to building roads and tunnels that will only encourage a rise in car usage. More cars means by default, more air pollution, more car crashes, more injuries and deaths, and eventually more congestion, due to the induced demand effect. I object to the very basis of this road being considered to be built, as money would be far better spent on public transport improvements, to produce the highest long-term improvement in travel times across Sydney and beyond.

Public transport is rejected by the EIS, this much is clear as there were news items to this effect : https://www.smh.com.au/national/nsw/f6-planners-told-to-ignore-public-transport-build-roads-documents-show-20170407-gvgbon.html

I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

Further, levels of in-tunnel air pollution will reach very high concentrations. Background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. I am shocked and disappointed that tunnel emission stacks are to be unfiltered and even worse, located near children's

schools and sports fields. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent. Further I must ask what compensation is to be provided to such homeowners, and how the government seeks to ensure that claims are correctly assessed as there have been many, many news stories about uncompensated homeowners from the Westconnex works. Has this compensation value been added to the cost of the F6 Stage 1 project?

The travel time "savings" of the F6 are laughable and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. I object that such tiny savings are somehow considered enough of a benefit for a road that costs billions.

For a start, residents from my area will have a huge gash in their midst as they will no longer be able to walk to the beach without having to cross this massive tunnel portal. The noise coming from the exit will also be very loud and it won't be a "nice walk" through smog. The idea that somehow birds and animals will re-establish in the replanted vegetation is quite uninformed, as they do not like noise and pollution, and our future biodiversity levels in the area will be low.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed "temporary". Four years of noisy construction cannot be regarded as "temporary". I strongly object to this as my flat is situated upslope from the President Ave exit and construction noise will flow all the way up to Princes Hwy, yet we would be far away enough that the government would not seek to compensate us for these noise impacts. Already if an event is held in Bicentennial Park on a PA system, I can hear it as clearly as if it were in the next block of flats. You can imagine what the construction noise travelling will be like. Yet all of this is blithely ignored in the EIS and is hardly considered. If residents cannot even sleep, our health will be impacted. Can RMS not even stop work during the hours of sleep? I object to such a this failure in duty of care for public health.

If the true cost of compensating the residents were included, this project would never be marketed as being cost-effective.

On the subject of biodiversity, I object to the EIS only focusing on endangered fauna. The SEARS requirement clearly asks for a more general response as "wetland fauna habitat" must by definition include a listing of non-endangered fauna. There is a very large biomass in existence, especially at the north and south ends of the project, which have been summarily ignored in the EIS.

The EIS indicates there seem to be no fish at Bicentennial Ponds, just maybe "can be inferred". I object that such a poor assessment seems to be sufficient to include in this EIS. Well, I have photographs taken of schools of fish at Bicentennial Ponds, and would be happy to share, if you care to get back in touch with me. I also have many photos which I have taken over the years, of lizards, birds (some migratory), turtles etc. from the riprarian area of Bicentennial Ponds, which may serve as evidence of this large biomass which needs to be acknowledged and managed.

Seeing as the entire water body at Bicentennial Park will be destroyed, I don't see how this provides "improvement of the Rockdale Wetlands" as required in the SEARS. On the basis of this alone, the entire project should be disallowed. I object to the planned removal of Bicentennial Ponds because there is no way such a habitat could be successfully recreated with the planned President Ave tunnel exit sitting under and next to it.

On the subject of flooding, the EIS acknowledges this area was purposely modified to act as a flood mitigation basin. Since the tunnel is being kept dry, and the level of the President Ave road exit is raised, then, where is the water going to go? We believe that all residents in the local area will be affected. All the surrounding houses and flats are separated from the Rockdale Wetland area by a very low gradient slope. I object that RMS is in fact splitting the Bicentennial Ponds subcatchment into two and is not acknowledging the massive impact this is going to have.

Already, my ground floor flat a block and a half away from Bicentennial Park encounters flooding to the degree that my whole front garden is under water, during very heavy rain. It's not just my flat, either. So far the water has not come up over my patio, but I imagine if you take away our flood mitigation, which job wetlands are best serving us with, we will end up with inundation into our houses. We are all going to be flooded out at the next big storm after and maybe even during construction. Is RMS going to pay for our flood damage?

I vehemently object to the building of this stub of a road when it is going to cause such huge flooding impacts on residents in the future.

Throughout the Flooding section of the EIS there is no mention of the potential impacts of water related changes on flora, fauna and biodiversity while the project is in operation. However, it is clear that there will be major impacts from changed water flows, and this is never discussed anywhere with any clarity in the entire EIS response. I object to this poor coverage of impacts, and this road project seems to be, the more I look at it, tied together with bits of frayed string. How many more omissions are there, that we the general public are going to know enough about to pick up and report on?

I had a look at "Appendix H 10.1 Offset for Serious and Irreversible Impacts (SAII)" where it says "The development does not have any Serious and Irreversible Impacts (SAII). No offsets for matters subject to SAII are required." Is RMS serious? They plan to delete a large water body and all its riprarian area, together with a huge biomass, tens of significant trees, an ecologically significant community and – it does not have any Serious and Irreversible Impacts?

Let me clearly explain that you cannot build a water body connecting Kings Rd Wetlands with the downstream remaining Patmore swamp as RMS is planning to stick the new water body on raised land (President Ave). It will be a

pond, not a thriving wetland. It will lose connectivity between Kings Rd and the rest of the system. RMS may plan to host carp in their new pond, but it is unlikely to be of any ecological value. I believe that the whole project has many Serious and Irreversible Impacts and I object to the project on this basis.

The F6 extension is designed purely to feed more toll-paying traffic onto Transurban's WestConnex. I object to 43 years of the tolls. Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I object to the F6 and encourage the DPE to reject it in favour of investment in public transport.

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

Name: Mark Lillis

[redacted]

Beecroft, NSW
2119

Content:
This is simply moving the bottleneck further south and does not connect adequately with the initial Freeway constructed being the Taren Point Bridge in the 1960's. This should be linked in full not part of the way as part of stage 1 and then stage two from Taren point to Loftus or essentially Waterfall completing the arterial road.

[redacted]

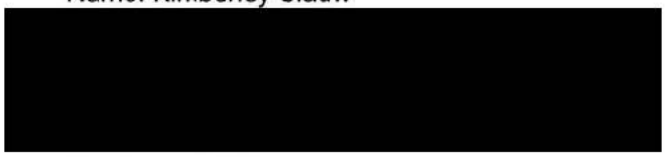
Name: Alan Russell

Sydney, NSW
2216

Content:
POLLUTION
The RMS map evidence clearly shows that the most pollution is along the Grand Parade and General Holmes Drive.
Blind Larry on a galloping horse can tell that it is mainly due to container trucks and B-Doubles causing that pollution.
BUT - the proposed F6 tunnel does not provide for those trucks to exit the tunnel until they get to St. Peters. No off ramp at Marsh Street to allow a direct link to Botany Docks.
No such trucks will go roundabout to St. Peters. They will still pollute The Grand Parade and General Holmes Drive.
So what was the use of the pollution statistics if it is not to be addressed?
ENVIRONMENT DEPT. look into this.

COMMUNITY EXCLUDED FOR 4 YEARS FROM BICENTENNIAL PARK
We took 2 years to reserve Bicentennial Park for passive recreation (when I was President of Concerned Citizens Ass.)
Now the community will be excluded for 4 years from those activities. A community which has little 'clout' with Government.
The Football Club. which has 'clout', has it's field left intact.
ENVIRONMENT DEPT. Investigate if the community can still have access to passive recreation in some area in Bicentennial Park while the works are carried on.

Name: Kimberley Siauw



Monterey, NSW
2217

Content:
Hi [redacted]

My name is Kimberley and I am a resident of President Ave, Monterey. My family and I will be directly affected by this F6 extension. Firstly, we started renovations on our home in July of 2017 we were never told by the council that the F6 Extension would be a project in the future. If we were made aware earlier we would have NEVER began renovating our home (which we have lived in for over 20 years). Now we are at risk of having MORE noise, MORE pollution and MORE traffic surrounding our beautiful new home and are at huge risk of it losing so much value and more importantly at risk of this project diminishing our quality of life.

THIS IS NOT ACCEPTABLE!!! This government does NOT take care of it's people, who contribute a lot of their working life to help build this country. We all work hard and we all pay our taxes. Yet no one cares about how we feel about this. How would you like it this happened to your family home and you could do nothing about it? So we are taking a STAND.
WE DO NOT WANT THE F6 EXTENSION.

Your representatives have told us that construction will take place for 4 YEARS. Then for even more years to come we still have to deal with all of this extra congestion and pollution.

My family and my community DO NOT DESERVE THIS.

Please consider better public transport or OTHER WAYS we can fix the issue of heavy congestion in our south east suburbs.

[redacted]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Kimberley Siauw

[redacted] Monterey NSW 2217, Australia

_____

[redacted]

[redacted]

Content:
I object to the proposal of the F6 extension to President Avenue Kogarah because the amount of congestion that already exists on the Princess Highway and Rocky Point Road is staggering.

The fact that Rocky Point Road on a weekend now is practically a crawling car park it is mind boggling that you would consider adding to it. Princes Highway is no better.

There is no flow of traffic either on The Grand Parade and on weekends it is a slow crawl.

The amount of unit blocks that are being built along these corridors will add even more cars and to think that the extension is in anyway going to be helpful is crazy.

[redacted]

[redacted]

Content:
The exit of F6 is impacting greatly on the community as it is just next door to a huge school (Brighton-le-sands public school). Children and family coming in and out of the school and the children staying at school will suffering from the noise, the pollution and the huge increased number of cars entering and exiting the F6. The set up for this extension is not safe for the community here.

[redacted]

Name: Jennifer Noronha
[redacted]

Monterey, NSW
2217

Content:
My name is Jennifer and I am a resident of President Ave, Monterey. My family and I will be directly affected by this F6 extension. Firstly, we started renovations on our home in July of 2017 we were never told by the council that the F6 Extension would be a project in the future. If we were made aware earlier we would have NEVER began renovating our home (which we have lived in for over 20 years). Now we are at risk of having MOREnoise, MORE pollution and MORE traffic surrounding our beautiful new home and are at huge risk of it losing so much value and more importantly at risk of this project diminishing our quality of life.

THIS IS NOT ACCEPTABLE!!! This government does NOT take care of it's people, who contribute a lot of their working life to help build this country. We all work hard and we all pay our taxes. Yet no one cares about how we feel about this. How would you like it this happened to your family home and you could do nothing about it? So we are taking a STAND.
WE DO NOT WANT THE F6 EXTENSION.

Your representatives have told us that construction will take place for 4 YEARS. Then for even more years to come we still have to deal with all of this extra congestion and pollution.

My family and my community DO NOT DESERVE THIS.

Please consider better public transport or OTHER WAYS we can fix the issue of heavy congestion in our south east suburbs.

Please call me on [redacted] or email me on [redacted]. I am happy to speak in further detail about this.

Kimberley

PCU077239

Spyro Calocerinos

[redacted] Kogarah NSW 2217

[redacted]

Department of Planning
Received
21 NOV 2008
Scanning Room

To: The Director-Infrastructure Projects

Department of Planning and Environment

Application number SSI_8931

GPO Box Sydney NSW 2001

I am 86 years of age and own an apartment in Bank Lane facing Princes Highway and almost opposite President Avenue. I visited today at Rockdale Plaza, your information Centre and I am now aware of the detrimental effect your proposed tunnel will have as far as I am concerned.

My main concern is that the extra traffic under my balcony, not only will create a lot more noise, making living here an unbearable issue, but also, pollution will be increased immensely.

As you state in your printed leaflet, after completion, there will be 10,000 less vehicles per day on Grand Parade. As there is no entry and/or exit between the start and end of the tunnel, this means, there will be 10,000 more vehicles under my balcony daily.

I employed many people over the years, paid a lot of taxation, never received the dole and don't need at the end of my life this terrible ending.

To sell, I would have to except $100,000 less than what I paid.

I am surprised that the developers of these recently erected apartments received approval to build them and obviously Local Council is irresponsible by providing a permit.

A very unhappy old man.

S. Calocerinos

[redacted]

[redacted]

[redacted]

Content:
We do not want the F6 to go ahead as it will create a lot of traffic congestion on our roads. We feel our roads are already traffic chaos at certain times.Destruction of our birdlife's eco systems.You are only creating a traffic nightmare bottleneck situation for people living in our areas. A variety of rare birds, [owls] and rare frogs live on our reserves and I feel this would definitely drive these creatures to extinction.Every road built or development work in our areas should have an animal, bird or or even a rare insect introduced.Little zoos would be great in all suburbs.Concrete jungles are disgusting.If the trains will cost us a mint to upgrade every year,get rid of them and put a 120 klm /hr highway,4 lanes each ,there is your answer,pollution free buses,cheaper ,cheaper etc,etc.thanks you legends!

[redacted]

[redacted]

[redacted]

Content:
Hi,
I regularly (almost everyday) cycle to work and home again. My path is along Chuter Avenue, O'Connell Street, Crawford Road, Francis Avenue and then on to the Bestic Street cycle way to continue to the airport cycle path. The reason I use this route is that they are designated cycle roads and are more cycle friendly than other routes.
I was very surprised to see that the planned exit of the new cycle way is on to Civic Avenue which is a road which does not link onto any of the designated cycling roads,from Civic Avenue it is difficult to get onto any through road other than Presidents Avenue or Princes Highway which are definitely not cycle friendly roads.

I would like to see an alternative exit be added where the cycle path could;
- continued to Barton Street,
or
- connected to one of the side roads off Chuter Avenue / O'Connell (such as Colsons Cresent)
or
- continue right through Scarborough park (under/over) Barton and exit on Ramsgate Road

[redacted]

Name: Jessica stalenberg

Kogarah, NSW
2217

Content:
Hi,

I am writing to express my concern regarding the environmental impact of the F6 tunnel extension to the surrounding parkland and waterways. I am a owner/resident of Kogarah and use the Princess highway to travel to work.

I am concerned about the beautiful Rockdale bicentenary park which is secluded between president and bay street. This park is home to many species of birdlif, insect life and other animals including ducks, black cockatoos and even turtles. It's also a very welcome green belt in an area that is overrun with apartments and roads. I have seen the mess created by westconnex in Alexandria. I have no confidence that the Bicentenary park will not be destroyed in the process of irrigating and building the F6 extension. I have spoken to local residents who have said that they are concerned about many aspects of the tunnel including the flow of traffic around the area. They dont want to loose the park and understand the value of a little bit of nature.

I read through the environmental impact statement and found no mention of how the local wildlife would be preserved and spared being used as a dumping ground for all the machinery, soil and debris that will result during the operation. The artists impression of the site looks like a manicured park will be put in place of the bicentenary natural bushland.

Yours sincerely,

Jessica stalenberg

[redacted]

Name: Natalie Cleary
Organisation: St George Bicycle Users Group (Vice President)
[redacted]

Gymea Bay, NSW
2227

Content:
We would like to address the poor cycling conditions along Marsh Street, Arncliffe, and the cycle path running along the south edge of the Kogarah Golf Club, twisting under the M5.
First - Marsh Street has no cycle path, and we use the footpath which we feel is safer than the extremely busy road, yet the footpath is unsafe for multiple cyclists and pedestrians together.
Second - The cycle path alongside the golf course is uneven, with sharp bends.

We ask that you cycle or walk along these areas to get a feel of their inadequacies and thus address their problems.

In all, the cycle path from Bestic Street at Kyeemagh through to Wolli Creek needs to be far more streamlined to allow quicker commute off the roads.

[redacted]

[redacted]

[redacted]

[redacted]

Content:
I am concerned about the environmental impact of the F6 motorway - in particular the footbridge going across President Ave because there will no longer be a footpath on one side of the road; no way to walk through Bicentennial Park through to Crawford Rd; and reduced pedestrian access. Walkability is very important for people's health and for reducing carbon emissions.

[redacted]

[redacted]

[redacted]

Content:
Unfiltered stack near schools and homes, lack pedestrian walkway on one side of president avenue, huge bottleneck issues will I pack both major roads nearby clogging up ease of access to hospital and schools and tafe

[redacted]

[redacted]

Name: Silvana Mcc

[redacted]

Brighton-Le-Sands, NSW
2216

Content:
This will be detrimental to the community.

[redacted]

[redacted]

[redacted]

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

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

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

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

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

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

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

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

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

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

Some negative impacts include:

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

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

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

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

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

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

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

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

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

Yours sincerely,

Silvana Mcc

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

_____

[redacted]

[redacted]

[redacted]

Content:
I object to this development for the following reasons:

1. The impact this will have on traffic and parking to Brighton le sands public school, especially given the closing of o'neil street and limited access to the car park at memorial fields

2. The loss of access to Brighton le sands public school through Bicentennial Park again making drop off and pick up so much harder for parents and students

3. Loss of trees along President ave

4. Changes to Bicentennial park which will affect wetlands and the increase of noise to the park which will make it less appealing

5. My home will be at risk of cracking as the tunnel is built beneath it, especially when other houses above the west connex have cracked and there has been no compensation or care. The value of my house will decrease which is my greatest and only asset for my family.

6. Huge smoke stacks near Brighton le sands public school

I feel like the school has been vastly ignored in all of this planning and it is outrageous to expose our children to this level of noise, pollution and disruption.

The location of the road is also very strange. Why woudl people drive down from the Princess highway to get onto this pay road only to be spat out at the m5 at Arncliffe. This is a huge and expensive distruption

for a tiny distance.

Again I object

Name: Brendan Mays

Erskinville, NSW
2043

Content:
I am not a resident in the area, but I frequently travel through. There has been little to no public consultation on th issue despite a lengthy environmental impact statement. Previous works have resulted in homes and neighbourhoods being destroyed. Therefore, I strongly object to this proposal.

Name: Barbara DeGraff

Crows Nest, NSW
2065

Content:
The Economic Commissioner for the Greater Sydney Commission stated last night that 'successful, large cities are not based on private motor vehicles'. So why do we continue to build roads and tunnels for cars?

I object to the building of more motorways and tunnels for private transport. This money ought to be spent on building public transport.

[redacted]

Name: Bianca Jamett

[redacted]

Enmore, NSW
2042

Content:
I object to the F6 Extension - New M5 to President Avenue.
My concerns in no specific order are around cutting down hundreds of tress, impacts to local wildlife, increase of pollution (less trees/unfiltered stacks) and pedestrian access being restricted. This proposal is unreasonable and goes against having a sustainable city.

[redacted]

[redacted]

[redacted]

Content:
I live moments away from president ave and Princes Highway and I object to the project for the reasons that it may negatively impact my health due to unfiltered smoke stacks. The removal of trees is reducing air quality and the construction phase will be disruptive to local traffic on my route to work.

I do not want this to go ahead.

[redacted]

[redacted]

[redacted]

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

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

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

Content:
Westconnex Southern Extension Environmental Impact Statement - 35 days is certainly not long enough. It is required too close to Christmas.

[redacted]

[redacted]

Name: Dushka Xu

[redacted]

Rockdale, NSW
2216

Content:
In an infrastructure plan, no community in the developed world should be expected to live with unfiltered exhaust stacks or uncompensated risk to personal property.

I could bet cash that not a single member of council that votes in favour of this proposal would be happy to have their family living in proximity to the pollutants emitted from unfiltered stacks.

I bet you wouldn't play roulette with your property either, without the safety net of compensation for property damage.

It is possible to build ethical, equitable infrastructure.

There is literally NO reason not to fully filter exhaust emissions. Our health should not be up for sale.

There is also no reason not to write in provision for compensates to homeowners, for any damage caused by this development. Our homes are the asset most of us work all our lives for.

Any decision maker in this project that does not demand these provisions is nothing more than a societal vandal.

Finally, this site asks for personal information but is NOT secured with an SSL certificate - it is not a secure site. Why?

[redacted]

[redacted]

[redacted]

Content:
Attention: Director Transport Assessments
Department of Planning and Environment
[redacted]

RE: F6 Extension Stage 1 - Application No SSI_8931
Please exclude my personal information when publishing this submission to your website.
I object to the F6 Extension.
As a resident of Beverley Park, our suburb is wedged between the 2 main corridors, being Princes Hwy and Rocky Point Road. The F6 Extension Motorway claims to remove more than 2,000 trucks a day from surface roads. Where are these 2,000 trucks going to go once they are out of the tunnel and back on surface roads? These 2,000 trucks will be funneled out directly onto Princes Hwy and Rocky Point Road, right through the centre of our communities.
I object to the implementation of any 24 clearways on Rocky Point Road, as has been suggested with the implementation of the F6 Extension. Rocky Point Road is the heart of our local community. It's where we go to do our shopping, from local small business owners, such are hairdressers, beauticians, barbers, coffee shops, bakeries, local dress shops and gyms. Parking along this road is already a premium, with only a very small parking lot behind the shops on Rocky Point Road. Every few hundred meters along Rocky Point Road there is a new unit block being constructed. As well as the whole new suburb that is being constructed at Ramsgate Park. There will be literally thousands of new residents living on Rocky Point Road, with no additional parking, no additional public transport.
The removal of parking along Rocky Point Road will kill the community `feel' of Ramsgate & Sans Souci and most likely kill the small local business that operate along there.
The Roads Minister says they have to weigh up the benefits to the majority of the population against the

impact, and concedes that there will be an impact. Enhancing traffic flow to the Sutherland Shire at the expense of the quality of life of St George residents and the livelihood of St George small businesses is not a benefit to the majority of the population. It's destroying one area for the direct benefit of another. Most people from the Sutherland Shire want to get into the city. Not to Arncliffe, and not to Parramatta or Blacktown via the WestConnex.
There should be greater investment in public transport so the people of the Sutherland Shire have a fast and reliable alternative to driving their car and do not have to squeeze onto trains and stand up for one hour.
As part of the Southern Pinch Point Program I raised objections about the intersection of Princes Hwy and Gray St, Kogarah and that school zones needed to be extended to include this intersection. RMS states that extending the school zone is not required as they claim this intersection is not a direct route to St Patrick's Catholic Primary School. St Patrick's school gate is 280m from the intersection, and there is no alternate way to cross Gray St than at this intersection. Approx 100 primary school aged children cross at this intersection every afternoon. With potentially 2,000 trucks coming out of the F6 extension and passing through this route, and no 40km/h zone, it is only a matter of time before a disaster happens. The Roads Minister acknowledges that the intersection of Princes Hwy and Gray St is one of the worst in Sydney, yet she is happy to prioritise faster travel times for people from Sutherland Shire over the safety of kids and extend the 40km/h zone by 50m to protect our children.
I object to the F6 Extension for the direct social impacts it will have on my community.
Declaration: I HAVE NOT made any reportable political donations in the last 2 years.
Kind Regards

[redacted]

Beverley Park NSW 2217

Attention: Director Transport Assessments
Department of Planning and Environment
GPO Box 39 Sydney NSW 2001

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I object to the implementation of any 24 clearways on Rocky Point Road, as has been suggested with the implementation of the F6 Extension. Rocky Point Road is the heart of our local community. It's where we go to do our shopping, from local small business owners, such are hairdressers, beauticians, barbers, coffee shops, bakeries, local dress shops and gyms. Parking along this road is already a premium, with only a very small parking lot behind the shops on Rocky Point Road. Every few hundred meters along Rocky Point Road there is a new unit block being constructed. As well as the whole new suburb that is being constructed at Ramsgate Park. There will be literally thousands of new residents living on Rocky Point Road, with no additional parking, no additional public transport.

The removal of parking along Rocky Point Road will kill the community 'feel' of Ramsgate & Sans Souci and most likely kill the small local business that operate along there.

The Roads Minister says they have to weigh up the benefits to the majority of the population against the impact, and concedes that there will be an impact. Enhancing traffic flow to the Sutherland Shire at the expense of the quality of life of St George residents and the livelihood of St George small businesses is not a benefit to the majority of the population. It's destroying one area for the direct benefit of another. Most people from the Sutherland Shire want to get into the city. Not to Arncliffe, and not to Parramatta or Blacktown via the WestConnex.

There should be greater investment in public transport so the people of the Sutherland Shire have a fast and reliable alternative to driving their car and do not have to squeeze onto trains and stand up for one hour.

As part of the Southern Pinch Point Program I raised objections about the intersection of Princes Hwy and Gray St, Kogarah and that school zones needed to be extended to include this intersection. RMS states that extending the school zone is not required as they claim this intersection is not a direct route to St Patrick's Catholic Primary School. St Patrick's school gate is 280m from the intersection, and there is no alternate

way to cross Gray St than at this intersection. Approx 100 primary school aged children cross at this intersection every afternoon. With potentially 2,000 trucks coming out of the F6 extension and passing through this route, and no 40km/h zone, it is only a matter of time before a disaster happens. The Roads Minister acknowledges that the intersection of Princes Hwy and Gray St is one of the worst in Sydney, yet she is happy to prioritise faster travel times for people from Sutherland Shire over the safety of kids and extend the 40km/h zone by 50m to protect our children.

I object to the F6 Extension for the direct social impacts it will have on my community.

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

Kind Regards

[redacted]

[redacted]

Name: James walker

[redacted]

Sans Souci, NSW
2219

Content:
In the latest submission it mentions a play area or skatepark will be built.

Just need to know why this is an OR?

Will there be a skatepark being built to replace the Rockdale skatepark and what is the consultation process with bayside council?

This area is well used by the community and I would like to think a suitable replacement needs to be built before hand.

How does the community get involved with this and when will the bayside council consultation start.

[redacted]

[redacted]

[redacted]

Content:
Tunnel land markings
The tunnel is proposed to be marked for two lanes only not three initially. This should be three from implementation. This would maximise the traffic being pulled west of the airport by offering better time savings.

When the original M5 East was built, traffic was diverted east of the airport for the first time. A side effect of this was a reduction in capacity of one third for the existing traffic from General Holmes north and south bound. One extra lane capacity was added each way. This led to a choke point being created on General Holmes Drive at the Cook's River for traffic to and from the south.

Due to capacity issues on Princes Highway and King George's Road, it is not feasible to travel to the M5 at Beverley Hills North for residents in the Sutherland Shire and south St George areas. Most users travel in some way to the Grand Parade/ General Holmes Drive to access the city, lower north shore and eastern suburbs.

Intersection of Princes Highway and President's Avenue
The upgraded intersection increases the ability of traffic to turn east towards the city by 50% but does nothing to improve capacity southbound from President's Avenue into Princes Highway. More land should be resumed from St George TAFE to add an additional left turn capacity up to three lanes for the length of the TAFE.

Congestion already exists at this intersection with traffic seeking to access the medical precinct at Kogarah being held up by traffic waiting to turn left. The reverse is also true.

Intersection of President's Avenue and The Grand Parade

The EIS fails to address the traffic flow at this intersection. Depending on preference and destination, traffic from the city either turns right or continues straight ahead.

Traffic that turns right into President's Avenue may be destined for the southern St George area or the Sutherland Shire via Tom Ugly's Bridge. Traffic that continues along The Grand Parade currently may be destined for the Sutherland Shire via Captain Cook bridge or the southern St George area due to the current congestion on the Princes Highway. The EIS fails to address the likelihood of increased traffic continuing along The Grand Parade in a southerly direction due to increased congestion on President's Avenue.

It is likely that traffic exiting the F6 will also turn left into President's Avenue and right into The Grand Parade following the traffic flow described in the previous paragraph.

Local government areas inadequately addressed

The EIS states that the RMS worked with Bayside and Canterbury Bankstown Councils. There appears to have been little involvement with Georges River Council (and Sutherland Shire Council). The origin and destination of traffic is inadequately address despite the partial upgrading of the Princes Highway and President's Avenue intersection, which lies on the council boundary of Bayside and Georges River Councils. This involvement of Bayside Council is short term disruption from construction with the long term benefit of less traffic in the council area.
Table 3.1 highlights the limited nature of the consultation in the Georges River area despite these routes being the primary access ones to the city and eastern suburbs.

The Grand Parade

On page xx of the executive summary, the first paragraph refers vaguely to "placemaking"along The Grand Parade. Despite the forecast reduction in traffic by approximately 15% initially, the inference is for capacity reductions of maybe 33%.

With the areas serviced by The Grand Parade growing in population due to more medium and high density, not only is this mooted capacity reduction unwise but an initial benefit from the F6 will decrease over time. This emphasise the above inadequate addressing of the road's purpose. This is highlighted in the Figure 4-1.

In reality, the reverse should be occurring. The Grand Parade should be upgraded in capacity by permanent clear ways, extra car parks and pedestrian overpasses.

Exit point for stage 1

The chosen exit point aligns with the 1950s freeway reservation for an above ground road not with geology. Economically it would be more sensible for a land swap with Bayside Council to relocate some of Bicentennial Park to the east of Kogarah Wetlands and provide a tunnel adit at the West Botany intersection (figure 5-6).

This would have a number of advantages:
eliminate a set of traffic lights by integration the West Botany Street and President Avenue intersection into the development.
bring the proposed stub of the next stage of the F6 further south almost to President Avenue.
allow the realignment of the tunnel from Arncliffe to Kogarah to be further west between the central and western options. This would lead to a straighter road, which would be less costly due to decreased length and better tunnelling conditions.

The economics of Kogarah to San Souci F6 would be enhanced.
Substantially less impact on the wetlands where the tunnel surfaces at Kogarah.

Future extensions of the F6

One major deficiency of the EIS (page 3-17 Project staging/ time frame) is the inability to propose options for the completion of Kogarah to Loftus and in particular Kogarah to the Georges River.

Clearly the RMS has a preferred option as highlighted by the stub halfway along the tunnel. It should provide indications on both time and location, given that this project has suffered from 50 years of delays since the temporary halt to construction in 1967.

[redacted]

Name: Brigid Kelly
Organisation: WalkSydney (Committee member)
[redacted]

Sydney, NSW
1800

Content:
See attached letter

[redacted]

WalkSydney
Taking Sydney in Stride

PO Box 1332
Ashfield NSW 1800
walksydney1@gmail.com
www.walksydney.org

1 December 2018

Planning and Environment
Development Assessment Team
GPO Box 39
Sydney NSW 2001

Attention: [redacted]

F6 Extension Stage 1 - SSI 17_8931

The Roads and Maritime Services (RMS) proposes to construct and operate the first stage of the F6 Extension between the New M5 at Arncliffe and President Avenue in Kogarah.

This project is part of a connected Sydney motorway network with planning and/or construction of links now underway. The motorway network will ultimately provide fast high-capacity driving access throughout Sydney and WalkSydney, a new community group working to improve conditions for people walking, wants to see a major review of the existing road classifications / categorisations scheme.

Road management and funding arrangements between State and Local Government is based on a legislative classification in the *Roads Act 1993* and an administrative categorisation as State, Regional and Local roads. The recently adopted and future-focussed transport and planning strategies for Sydney require a significant review of this approach to ensure major motorway projects do not undermine the intentions of these strategies.

Like other recent motorway projects, this project cites benefits which include removing long-distance through-traffic from surface roads and improved freight journey times by better separating local and through-traffic. An overhaul of the road classifications / categorisations scheme is needed to ensure these cited benefits are achieved.

The EIS recognises the vision for Local Centres as a focal point of neighbourhoods with a focus on walking and cycling, a mix of land uses and spaces creating a vibrant character with places for people. To achieve this vision the movement focus of Local Centres needs to shift from through-movement by cars and trucks to local access primarily by walking and cycling as well as by vans / small trucks for local deliveries. The status of roads running through locations identified by the District Plans as Local Centres (such as Brighton Le Sands, Rockdale and Wolli Creek for this project) and their control by the RMS needs to be revisited.

Future Transport 2056 is underpinned by the movement and place framework and the EIS says:

> *"Along with future stages of the F6 Extension, the project would support the movement and place framework by changing the role of arterial roads such as The Grand Parade and the Princes Highway. Currently these routes function primarily as movement corridors.* ***The F6 Extension would allow these arterial roads to retain their purpose as movement corridors***." (Part 4.4.3).

Why would this project allow the movement purpose of The Grand Parade and Princes Hwy to be retained? The role of streets serving Local Centres needs to be re-orientated toward place corridors instead of retained as movement corridors. The RMS should not be the controlling authority of these streets – management of these streets needs to shift to local government including funding to support this management.

The Grand Parade and Princes Highway, as well as other classified roads serving Local Centres and soon-to-be supplemented by new motorways (such as Parramatta Road, Botany Road, Victoria Road, Military Road and the Pacific Highway), need to handed to local government to ensure the intention for Local Centres is achieved with better access by walking and cycling, a strong sense of place to support local business and further residential development.

Locations identified as potential priority projects in the Sydney Green Grid include classified roads including the Coastal Walk: Botany Bay Foreshores along The Grand Parade in Brighton Le-Sands for this project. The proposal for the Sydney Green Grid to create a network of high-quality green areas connecting town centres, public transport networks and major residential areas will not be realised whilst these corridors are under the control of the RMS.

A comprehensive review of the road classifications / categorisations scheme needs to involve Local Government, the Greater Sydney Commission, Government Architect NSW, Transport for NSW and Planning and Environment. The review needs to revise the criteria for roads in urban areas and take into account the following State Government policies and projects:

- Future Transport 2056
- A Metropolis of Three Cities - the Greater Sydney Region Plan
- The five District Plans
- Better Placed integrated design policy
- Sydney Green Grid
- The full Sydney motorway network (existing, under construction, proposed and for investigation).

The Department of Planning and Environment needs to impose an overhaul of the road classifications / categorisations as a condition of any Instrument of Approval.

Yours truly,

Brigid Kelly
Sydney Walks

Name: Greg Rostron

Sans Souci, NSW
2219

Content:
You have not provided enough time for an average citizen to actually read, understand and provide a considered response to the EIS. This means that the views and concerns of the local community will not be properly represented or considered.

Notwithstanding the above I would like to make the following points.
1. The wetlands will be destroyed. It is simply impossible to 'drain' them and somehow return the flora and fauna killed or displaced in the process 4 years later.
2. Rather than ease traffic congestion in the area, it will cause traffic chaos in the area surrounding the tunnel exit/entry point. We already see this at the M5 tunnel exit/entry point at Marsh Street Arncliffe.
3. As other toll roads have shown (e.g. Cross City Tunnel) the cost of tolls causes motorists to use local roads to avoid the tolls. Those that can afford to pay the tolls may benefit but the local community and others will suffer.
4. President Ave is a main local arterial road used by locals to get from the areas nearer to the beach into the schools, hospitals, shops and public transport hubs around and to the west of Princes Highway. Increasing traffic in the area by introducing a large intersection at the tunnel entrance will hinder local traffic flows.
5. Unfiltered exhaust stacks will despite claims to the contrary negatively impact on air quality.
a. A lack of wind will mean that houses in one direction will receive the bulk of tunnel emissions. Effective dispersion of tunnel emissions is only possible at times of high winds. At every other time parts of the community will be bathed in emissions. These include schools, hospitals, nursing homes and shopping precincts.
6. Motorists travelling south will still spill onto the Princes Highway, Rock Point Road and the Grand Parade. As we can expect more cars from the Westconnex being funneled into the F6, the traffic on the aforementioned local roads will only increase. This is of no benefit to the local community.

7. Motorists travelling north to the city are going to prefer the cheaper route into the city via the Grand Parade and Southern Cross Drive. Again the tunnel will not take any significant number of cars off local roads.

Name: Tanja Djordjevic

Brighton, NSW
2216

Content:
I am against the F6 extension
The reasons include :
Excess cars going through local street whilst being built and also creating more traffic congestion in the area.
Loosing public facilities including parks.
Concerns where the fumes from the tunnel will exit.
Timeframes are rarely adhered to and always expect to add additional months - years to the building of the project.
Overall the council should focus in not approving additional residential units in suburbs and creating such congestion. There's a bigger picture to this than just building roads
Thank you

[redacted]

Title	Ms
First Name	Tanja
Last Name	Djordjevic
Phone	[redacted]
Email	[redacted]
Street Address	
Suburb	
State	nsw
Postcode	
Subject	Westconnex Southern Extension
Type of Enquiry	comment
Message	Hello Mr Roberts I am writing to say that 35 days is not a long enough timeframe to respond to the 4500 page document on a significant planning issue that will effect me and my family. I am writing to you that more time is given where we can have an opportunity to seek community feedback in an appropriate timeframe. Many thanks Tanja
Attachments	
I would like a response	Yes
I would like to receive regular updates from the NSW Government	No

[redacted]

[redacted]

Content:
This is a fantastic project that is desperately needed.

However, using the interactive map, I cannot help but notice there is no intersection upgrades at the intersection of Rocky Point Road/Princes Hwy and/or Grand Parade/President Av. These intersections will likely experience an increase in turning traffic, particularly heavy vehicles, looking to enter the tunnels on President Av coming from the Sylvania Bridge (Tarren Point, Carringbah, Miranda, Cronulla etc.)

This F6 corridor I believe was planned (at grade) decades ago and will provide a vital link to the south, removing heavy through moment commercial vehicles from the surface network, freeing up connections in the surface network. Particularly as the additional stages 2 and 3 come on line.

There is of course a huge cost in moving the project underground; however in modern times this is needed to preserved the wetlands.

I'm very pleased this Project is progressing and I look forward to the design begin awarded a Detail Design and construction.

Kind regards

[redacted]

[redacted]

[redacted]

[redacted]

Content:
Please see attached Pdf

[redacted]

F6 Extension Stage 1
Environmental Impact Statement

Background

The NSW Roads and Maritime Services (RMS) is seeking approval from DPE to construct and operate the WestConnex F6 Extension Stage 1 which would comprise another multi-lane road in the area with this one between the WestConnex M5 Motorway at Arncliffe and President Avenue at Kogarah. The road would connect underground with the WestConnex M5 Motorway tunnel and to a new surface intersection at President Avenue, Kogarah. This is the first of the NSW Government's proposal for more toll roads in the city's south which will primarily form into or be part of other tolled motorways that will surround the inner and outer rings of Sydney.

I object to the F6 overall because it is simply not needed over public transport. It will become an ongoing impost on the public with tolls, pollution and induced climate change. The history of the WestConnex tells me the government will go ahead despite all that is wrong now and for this city's future. Therefore I have nominated various concerns with the road project before and after.

I have only had a chance to read Ch. 12, Ch. 16 and Appendix H - Biodiversity Development Assessment Report. It is too much to expect the general public to read thousands of pages and respond in 35 days.

Concerns

Open Space – The Corridor

The areas of open space and vegetation referred to as **The Corridor** is in the hands of the RMS having been set aside for a road which is now going underground. My concerns here are that once the F6 is complete there is an unknown factor or what will happen to this open space under the RMS control. I hope it won't be sold off to developers. The surrounding area is bad enough now with dwindling public assessable open spaces and high rises, it would be good to see the land dedicated to nature itself and wetlands restored. Can the RMS advise what its future plans are for this land?

Is the EIS actually ready for public comment?

This F6 EIS is not sufficiently ready for public submission and the RMS have indicated such in Appendix H. 'Sufficient flexibility has been provided in the footprint assessed to allow for refinement of the project area during detailed design or in response to submissions received during the exhibition of the EIS.' (pg. vii App H) .

By suggesting there is allowance for changes it is clear the assessment is inadequate to fully inform the public of what exactly will occur. As far as changes allowing for the refinement of the project area, experience with the WestConnex M4 and M5 tells me that miscalculations and changes to plans are inevitable mainly resulting from poor government research. As for addressing public concerns they are rarely even investigated particularly to a degree where the public is right.

Another example of the EIS being un-ready is located in Section 16.2.4 (pg. 16-13), President Avenue construction ancillary facility (C3) – where the EIS advised there may or not be a full demolition of the service station -

> 'The site includes part of a service station (7-Eleven) at 734 Princes Highway, Kogarah and a narrow strip of the western boundary of the TAFE NSW St George campus and a substation within the St George TAFE property. Construction works for the Princes highway and President Avenue intersection **would include the full or partial demolition** of the 7-Eleven service station (including excavation and removal of underground storage tanks (USTs)) and substation within St George TAFE.'

However this is contradicted three pages later (pg. 16-16) advising the entire former area of the service station will definitely become a construction ancillary facility of around 1500 square metres (C6).

Marsh Street Widening – What, again??

Parts of the document are confusing and appear to be cut and paste for example – 'Roads and Maritime *proposes to widen Marsh Street*, Arncliffe to provide three continuous westbound lanes between the Giovanni Brunetti Bridge and the M5 Motorway intersection. That project is located adjacent to the Kogarah Golf Course and the RTA Ponds at Arncliffe.' (pg. 12-43) – It then goes on to say that the widening has been completed which I understand, in reality, it has.

Is this EIS really ready for public comment? I would suggest that it be withdrawn, and we can start again.

Swamps and wetlands

Certain swamps may lose water as a result of construction activity re: the F6 and is there a plan to save the creatures within the swamps such as fish, yabbies, turtles, eels, birds? Are there plans to manage those swamps affected by the F6 road works?

More care required for all fauna

Upon reading the document Appendix H there seems to be an attitude of: well if it doesn't get out of the way then it's toast. This includes the slow moving animals, insects, worms, frogs, lizards, whatever is currently there and it will be *en-masse* destruction.

> *'During the construction of the project, injury or mortality to fauna may occur as a result of direct collision with vehicles and equipment within construction compounds. Some mobile species may be able to move away quickly and easily, such as some birds. However, other less mobile species, or those which have high fidelity with their home range, may be slower to move away or may not relocate at all, potentially resulting in injury or mortality of the individual'.*
> *'Actions such as fauna rescue and relocation during dewatering and bunding of the waterway in the President Avenue construction ancillary facility would reduce potential injury to aquatic fauna (e.g. Eastern Longnecked Turtle). Mortality of fish and turtles are expected to be minimised through standard rescue and release protocols.'*
> *(App H pg. 8-6)*

There are no details of who will be on location to help with the injured? Or even ensure there is next to no deaths or injuries to any creature through proper search and clear methods before the bulldozers enter? The mitigating measures for the slow in this document seem be quite minimal. You have 2 lines of text that apparently will deal with thousands and thousands of lives without a real plan.

The M4 had a similar case with deaths of dozens of Ibis and babies during their breeding season that could not get out of the way or were scared into traffic on the M4 when clearing of their breeding ground. It was only due to public intervention to National Parks that saved the remaining birds and their young in nests incapable of leaving by stopping the bulldozers until breeding season was over and the young able to leave. I would like to see some ownership of who will be on the ground to assist the slow and the incapable, and how they will ensure maximum survival of fauna.

Long Finned Eel – and other eels

Although its home is generally in Centennial Park, when it's time to breed the long-finned eel move through various water and surface areas towards and ending in Botany Bay, then the long journey to the Pacific near Tonga to breed at their end of their lives and once born the young find their way back to Centennial Park via Botany Bay to live many years before they too take that path.

The article link is here - https://www.smh.com.au/environment/conservation/a-very-fast-drain-to-the-south-pacific-20111105-1n11j.html

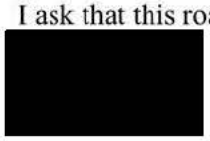
The canals and ponds around the subject area are also frequented by eels and sadly at times they die as a result of being isolated and caught up dry. There is no mention of any eels in the document yet we have observed they are located in the area, and they are definitely extant in Bicentennial Ponds.

Vehicle emissions – why is the government encouraging more vehicles onto roads?

'Australia lags well behind the global pack on tackling transport emissions. Australia's per capita transport emissions are 45% higher than the OECD average (IEA 2016)'.
There is a lower rate of government spending on public transport compared to roads. The push by the RMS (and backers) to build several toll roads in Sydney costs billions of public money, which in turn a percentage or all of it is sold to be controlled by a private company.
Most of the public can see the destruction wrought by this government particularly as spending money on new roads in an already congested city induces more vehicles to the road worsening congestion. Unfortunately this government has allowed rampant development in many suburbs which has contributed to car growth, pollution from emissions and dust. A better mix of public transport (bus, train, cycle) and maintaining current roads would have easily solved existing issues instead this city's once beautiful character is permanently ruined.
The NSW State government has never sufficiently addressed superior alternatives such as a range of and actual public transport such Seattle USA has.
It would appear, as with the M4 that the F6 toll road is designed to benefit companies such as Transurban who buy into them. The public, having been robbed of viable affordable and safe alternatives are robbed again having to pay tolls on these roads for decades to come.
Unfortunately as with the M5, M4, various bits and bobs that the government adds on to the WestConnex it is done in pieces not as a whole. Therefore there will be more EIS to comment on for the WestConnex F6 once the first EIS is approved and once again the public is expected to comment within a very short time frame. This whole process is grossly unfair.

Summary

The F6 EIS for public comment is vast. The time to address it is insufficient. Not even 120 days is enough for the public to digest, meet, discuss and then comment. It is a very poor reflection on the government and its agencies such as the RMS. Community consultation was very poor and the public has been treated with contempt. And 35 days for comment is wrong.
There are huge concerns about what will happen with the Corridor as there is a desperate need to maintain public and openly available public space as well as a nature corridor.
The biodiversity assessment has not assessed the cumulative impacts of another multi lane road and induced demand with potential effects on current roads, along with the additional impacts of increasing high rise development for human habitation (bringing extra vehicles). In an era where climate change is high on the agenda unnecessary expenditure and the environmental wastage that goes with building a road should not even be considered as appropriate.
I ask that this road, the F6 extension, not be approved.



[redacted]

[redacted]

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

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

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

Below are several main objections and I have lodged an objection after reading just three annexes - there is not enough time to read it all so shame on the government for this disgusting process that alienates people from a fair go.

In this day and age where climate change should be at the fore of thinking all this government does is bow to pressure from big business. You are destroying lives and the environment through bad planning and equally ignorant decisions.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Content:
F6 extension stage 1 proposal utilising tunnels is an expensive option to basically duplicate West Botany Road and will surely lead to more congestion in neighbouring streets.
The current fascination with tunnels does not address the issue of GLOBAL WARMING and the consequent rise in sea levels thus resulting in flooding of tunnels.
Further as with current motorway tunnels it can be assumed that regular closures will ensue due to over height trucks which are a regular feature of Sydney Motorway tunnels.
When existing road corridor for F6 could allow for additional traffic lanes at roughly 50% of the estimated cost of proposed tunnels.
Your community update document of November 2018 claims 23 traffic lights bypassed when in fact the proposed tunnels will only bypass 4 sets of traffic lights existing on west botany street which is alternative route and follows proposed tunnels route.
Your proposed F6 stage 1 and later stages is an overly expensive solution to what was planned more than 50 years ago as a multi lane motorway using reserved corridor and will surely not improve traffic congestion but will in fact increase congestion at great expense to the taxpayer and future road user.

[redacted]

[redacted]

Name: Philip Laird

Gwynneville, NSW
2522

Content:
In summary, inn the longer term, the F6 extension will do little to ease road congestion in Sydney and it will bring more cars closer to the CBD of Sydney. Wollongong would be much better served by an upgrading of the rail line linking Sydney and Wollongong.

Failure to address transport pricing and to improve rail do so will leave New South Wales with increasing road congestion, and dependence on oil. Oil vulnerability needs reducing, and not increasing.

Lessons may be learnt from the former Victorian governments proposal to construct a large and expensive East West Link motorway, and overseas experience.

A more balanced approach is needed between new road construction and developing a fit for purpose rail system for New South Wales. Regional NSW deserves a much better deal than it is presently getting.

It is recommended that the Stage One F6 extension proposal be put on hold by the NSW Department of Planning, until further and detailed consideration is given to alternatives including improved road pricing and better public transport for Sydney.

F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah

Submission to NSW Department of Planning and Environment

from Philip Laird, University of Wollongong, December 2018

The submission is by way of objection and shall draw on research conducted at the University of Wollongong. However, the submission does not necessarily reflect the views the University.

The proposed project includes new twin four kilometre tunnels linking the New M5 Motorway at Arncliffe to President Avenue at Kogarah, and Tunnel stubs for a future connection south to extend the F6 Extension.

1. General Comment

New South Wales has a large infrastructure deficit and this will require significant funding to remedy. In particular, NSW has a current overall shortage of 'fit for purpose' rail infrastructure to serve a growing population. Whilst this in part is being addressed by construction of the North West Metro by 2019 to be followed by a Sydney Metro-City (with a harbour crossing) and Metro-South West to be operational by 2024, and a new light rail down George St and out to UNSW, many rail deficiencies remain.

The question of whether Sydney's car dependence should be further encouraged by construction of Stage 1 on the F6 Extension on top of North Connex and Westconnex along with other major roads is considered as one that should be addressed before Stage 1 approval is given.

The question of whether more appropriate road pricing and better public transport is a better option than more tollways and freeways for Sydney should also be addressed.

It is respectfully suggested that much more attention is needed to true ‘user pays’ and ‘polluter pays’ pricing for roads. The issues re transport pricing were addressed in 2003 in an official report on Sustainable Transport. However, the recommendations on fares and road pricing in this report by Mr Tom Parry were rejected by the government of the day. The present government would do well to revisit the 2003 Parry report.

Instead, the apparently easier option of building more roads is being pursued.

It is wishful thinking that road congestion in Sydney can be reduced by building more roads. The overseas experience is that a more balanced strategy, including rail, is needed to reduce road congestion.

Here, as noted by Ross Gittins in the Sydney Morning Herald (SMH) for 14 August 2013: "The Coalition doesn't seem to have learnt what I thought everyone realised by now: building more expressways solves congestion only for long as it takes more people to switch to driving their cars."

2. Lessons from Melbourne

Melbourne's proposed East West tollway was made an upfront issue in the November 2014 Victorian state election, and effectively rejected by the voters.

In this regard, attention is drawn to the December 2015 report of the Australian National Audit Office called "Approval and Administration of Commonwealth Funding for the East West Link Project". The report notes, inter alia, that two $1.5 billion commitments were made to this project, but (page 7) "Neither stage of the East West Link project had proceeded fully through the processes that have been established to assess the merits of nationally significant infrastructure investments prior to the decisions by Government to approve $3 billion in Commonwealth funding and to pay $1.5 billion of that funding in 2013–14."

Moreover (page 22) Earlier business cases, including one dated 22 March 2013 in which the stated benefit cost ratio was 0.45, were not provided to either DIRD or Infrastructure Australia. This first came to the department's attention when, on 15 December 2014, the current Victoria Government published a number of documents relating to the project.

December 2015 also saw the release of the report of the Auditor General of Victoria on the proposed East West Link (EWL) tollway. The report also noted benefit cost ratio of 0.45 and was critical of both the decision to commence work in 2014 by the former Government of Victoria (and at a time there were legal challenges to the project) and also terminating the project by the new government "without full consideration of the merits of continuing with the project." However, as per the conclusions (page x):

> *If it had proceeded to completion, the entire EWL project would have cost in excess of $22.8 billion in nominal terms. Limitations in the business case meant there was little assurance that the prioritisation of significant state resources to this project was soundly based.*

In place of the East West tollway, with its low benefit cost ratio, the Andrews Government invested in new rail projects. These included the removal of many level crossings, duplication of one line and a new 8 km line to Mernda. This new line opened in August 2018 and in the run up to its opening saw a rise in property values near the stations of some 25 per cent. The new line includes three stations, sharing some 2000 car spaces. Each station has bicycle storage facilities and the stations are linked by new walking and cycling paths.

A new Level Crossing Removal Authority was established in 2015 with the goal to eliminate 50 level crossings across metropolitan Melbourne by 2022. In three years, 27 level crossings were removed and 14 train stations rebuilt. More work is in progress.

Much work was also done in regional Victoria. This includes more trains and a $518 million Ballarat line upgrade. By way of contrast, very little upgrading of the four mainlines to regional NSW is underway.

In the lead up to the 2018 Victorian election, both the government and the opposition were committing to more investment in rail. In August, the Andrews government promised a new 90km ring railway with 12 new stations between Cheltenham and Werribee via Monash University and Melbourne Airport. The project would require tunnels and cost some $50 billion and take to 2050 to complete.

At the election held on 24 November 2018, the people of Victoria were obviously happy with the changed emphasis from tollway construction to major improvements in urban and regional rail.

3. Lessons from Perth

It is of note that following the March 2017 Western Australian state election, the formerly proposed Perth Freight link road will no longer proceed.

Instead, work is proceeding on an improved rail system, not only to the Perth Airport but also other lines.

4. Alternative projects

It is suggested that other transport projects within New South Wales should have a higher priority than stage one of the F6 extension.

These other projects should include completion of the Maldon Dombarton rail line, a Parramatta - Epping rail link and a rail link to a Second Sydney airport along with speeding up Sydney Newcastle, Sydney Wollongong and Sydney Canberra trains.

Attention is also drawn to a 2012 report *Can we afford to get our cities back on the rails?* of the Grattan Institute. The paper looks back to the 19th Century, and towards the end, after reviewing a number of potentially valuable projects, and possible measures of part funding them, concludes: *"None of these measures are politically easy but there is evidence that voters have a big appetite for change in urban transport. ...*

Perhaps the most obvious lesson of history is that urban passenger rail is a long-lived asset that can benefit a city more than a century after it is built. As J.J.C Bradfield wrote about the Sydney Harbour Bridge: —Future generations will judge our generation by our works.

4.1 Completion of the Maldon Dombarton rail line

The constraints on the existing roads and railways and the ongoing expansion of Port Kembla mean that the case for completing the 35 km Maldon - Dombarton link is now stronger than it was in 1988 when worked on it was suspended.

In August 2017, the Illawarra Business Chamber released a detailed report noting that in recent years, the efficiency of the existing South Coast Line has been impacted by increased congestion with passenger and freight trains competing for scarce slots. The main recommendation of the report is for the completion of the Maldon - Dombarton Line with duplication of track outside of the Avon Tunnel and Nepean Viaduct, together with electrification of the new line and the 7 km Dombarton - Unanderra section a to form a South West Illawarra Rail Link (SWIRL). The report calculated a Benefit Cost Ratio of 1.13 (central case with discount rate 7%, 50 years) or 1.56 (central case with discount rate 4%, 50 years).

In summary, completion of Maldon Dombarton is now overdue, and is necessary to allow Port Kembla to expand. Completion of the rail link will bring benefits, not only to Wollongong but also Sydney and other parts of New South Wales.

Expressions of interest for the private sector to complete this line closed earlier in 2015, were reviewed, and then not taken up. It is likely

that some government funding will be required to facilitate this rail link. The question is that would government money be better spent on this project and other regional rail projects rather than more than $2 billion on Stage 1 of an F6 extension.

The 2018 report "Regional development and a global Sydney" of the Legislative Council Standing Committee on State Development, has recommendations including (no17) *That the NSW Government explore options to bring forward construction of the Maldon to Dombarton railway line, and Blayney to Demondrille railway line, including seeking funding through the National Rail Program to develop a detailed business case for the construction of the links.*

4.2 A better South Coast rail service

The 2012 State Infrastructure Strategy noted in part:

Newcastle and Wollongong *"As Newcastle and Wollongong grow in size and importance to the NSW economy, they need faster and more efficient links to Sydney"*

This report "assesses how faster rail journeys from the Illawarra and Central Coast to Sydney would help enable this integration and support these regions." ... also, this 2012 report on page 107, notes "An incremental program to accelerate the intercity routes is proposed, with a target of one hour journey times to Sydney from both Gosford and Wollongong, and a two hour journey time from Newcastle. The focus of the program will be operational improvements supported by targeted capital works to reduce journey times."

The current average speed of about 55 km per hour for the fastest Wollongong - Central trains is too slow. Perth Mandurah and Geelong Melbourne trains average 85 km per hour.

As noted in a May 2017 federal government document "The National Rail Program: Investing in rail networks for our cities and regions" ... "Demand for rail is rising - and more investment is needed to match."

This new investment is not just ordering new intercity trains, but also selected track upgrades.

5. Conclusions

In the longer term, the F6 extension will do little to ease road congestion in Sydney and it will bring more cars closer to the CBD of Sydney. Wollongong would be much better served by an upgrading of the rail line linking Sydney and Wollongong.

Failure to address transport pricing and to improve rail do so will leave New South Wales with increasing road congestion, and dependence on oil. Oil vulnerability needs reducing, and not increasing.

Lessons may be learnt from the former Victorian governments proposal to construct a large and expensive East West Link motorway, and overseas experience.

A more balanced approach is needed between new road construction and developing a fit for purpose rail system for New South Wales. Regional NSW deserves a much better deal than it is presently getting.

In short, Stage 1 of the F6 extension is a case of:

It is **recommended** that the Stage One F6 extension proposal be put on hold by the NSW Department of Planning, until further and detailed consideration is given to alternatives including improved road pricing and better public transport for Sydney.

Associate Professor Philip Laird, Ph D, FCILT, Comp IE Aust
Faculty of Engineering and Information Sciences
University of Wollongong NSW 2522
4 December 2018

[redacted]

Content:
I have uploaded my submission as a PDF file. I do not object to the entirety of the project but I do object with the way the EIS addresses fundamental points regarding water quality, particularly in the groundwater. The components I have the expertise to comment on seem rushed of general bad quality (groundwater quality baseline) and in many cases recycled from other projects.

[redacted]

According to the Secretary's Environmental Assessment Requirements (SEARs) relevant to groundwater and geology (Chapter 17, Groundwater and Geology, Volume 2 (Page 17-), Water Quality): The Proponent must: (a) describe the background conditions for any surface or groundwater resource likely to be affected by the development (b) identify proposed monitoring locations, monitoring frequency and indicators of surface and groundwater quality

According to page 4-34 (Appendix K: Groundwater Technical Report) the purpose of the groundwater quality monitoring is to:

- *Characterise the existing hydrogeochemistry in the alluvial and sandstone aquifers along the project footprint*
- *Establish the environmental value and beneficial use of groundwater along the project footprint under existing conditions*
- *Develop a groundwater quality baseline dataset along the project footprint to inform the EIS*
- *Characterise the potential aggressiveness of the native groundwater to the building material used to construct the project infrastructure*
- *Obtain a preliminary understanding of the groundwater and surface water treatment requirements required prior to discharge during the construction and operation phases.*

I would argue the EIS fails to characterise the hydrogeochemistry in any of the described units (alluvial or sandstone aquifers). It also fails to develop a groundwater quality baseline dataset along the footprint of the project. Therefore not meeting the SEARs criteria related to Water Quality. Any of the conclusions or obligations derived from the groundwater quality monitoring dataset should be properly re-assessed and/or appropriate analysis of groundwater carried out to meet the proponent's obligations.

In my opinion the poor quality of the baseline dataset can be illustrated in two main aspects:

1) **Basic Field Parameters**: Summary table B2 (Appendix K, groundwater Technical Report) Basic field parameters were only taken (or reported) in 15 samples. Therefore, essential parameters like pH, temperature, dissolved oxygen (DO) and redox conditions are not provided for most of the reported groundwater samples (41 samples). Basic field parameters, together with major ion analysis are the bases to assess water quality and to facilitate any hydrochemical calculation. Proper analyses can in turn be used to assess water-rock or water-cement reactions, establishing a proper hydrogeochemical assessment of how the built structures could react with regional groundwater overtime and establish an appropriate baseline for groundwater sampled from different units.

   Why was a cheap and routine collection of basic field parameters not completed for all collected/analysed groundwater samples?

2) **Major ion analysis**: Page 17-5, Chapter 2 states, *"Groundwater quality samples were tested for the following components: …including ionic balance"*. I could not locate anywhere in the report or appendix K the ionic balance calculations for groundwater samples. The ion balance is a calculation used to assess the validity of analytical results. The total major anions (generally: chloride, nitrate, sulfate, and bicarbonate or alkalinity) must be in balance

with the total major cations (generally: sodium, ammonium, potassium, magnesium, and calcium).

Based on results presented in Table B3 (not B4) Annexure B in Appendix K, containing results for groundwater analysis including Fe concentrations, I have calculated ionic balances using PHREEQC (Parkhurst , 1995) (see input table). Several quality issues can be readily identified: A) Of the 41 groundwater analysis available, only 11 samples had charge balances below 5%, that is only 26.8% of all analysis met the usual criteria accepted by the scientific community for good quality major ion chemical analysis (Hounslow (1995), amongst many others). A total of 51% of samples have charge balances exceeding 15%, suggesting either analytical problems, sample handling errors, or missing ions. Out of the 11 samples that meet analytical quality thresholds, only 6 correspond to samples recovered from the alluvium and 5 correspond to samples recovered from the sandstone. Taking into account the large footprint of the project, the diversity of potential groundwater hydrogeochemical compositions in the Alluvial and Hawkesbury sandstone aquifers (see Cendón et al. 2014 as an example), as well as potential processes (mixing with seawater, interaction alluvial-sandstone, recharge and evaporation, interaction with intrusives, etc.), the number of acceptable samples provided as a baseline are very limited and likely do not represent the different end-members to be expected.

Number	Descriptor	units	Redox	Temp	pH	pe	Ca	Mg	Na	K	Cl	S(6)	C(4)	Fe(2)	N(5)	O(0)	N(3)	N(-3)
1	WCX_BH63a	mg/L		20.9	6.6		66	18	52	19	51	13	388	11.6			0.19	19.9
2	WCX_BH63a	mg/L		20.9	6.6		240	32	56	33	55		740	41.6	0.12			36.7
3	WCX_BH201	mg/L		20.9	6.29		262	321	3090	77	4760	1120	213	113				0.09
4	BH014	mg/L		20.9	6.6		86	38	94	43	50	3	910					63
5	BH020	mg/L		20.9	6.6		1.5	1.7	110	0.7	54	71	21					0.01
6	BH1124	mg/L		20.9	6.6		41	18	95	8.9	85	13	240					5.3
7	BH1129	mg/L		20.9	6.6		120	14	58	7.7	77	76	260					0.78
8	BH1143	mg/L		20.9	6.6		59	46	220	6.3	280	25	280					0.14
9	BH1303	mg/L		20.27	6.41		120		2300	66	2900	700	220	3.7		0.06	0.006	2
10	BH1303	mg/L		19.7	6.48		150	250	3100	81	3900	930	130	28	0.02	0.86		1.5
11	BH1303	mg/L		20.9	6.2		150	230	2400	63	4100	970	190	78				1.4
12	BH1313	mg/L		20.9	6		320	360	3900	95	7200	470	320	53				10
13	BH1314	mg/L		21.73	5.07		15		50	2.5	47	82	16	3.7	1.9	0.19		0.1
14	BH1314	mg/L		20.1	5.51		9.4	2	38	1	45	34	28	0.12	1.6	0.91		0.082
15	BH1314	mg/L		20.9	5.1		2.4	2.5	28	1.5	47	13	7	0.58	1.9		0.009	0.013
16	BH1318	mg/L		20.9	7.1		54	25	280	44	150	120	610	0.78				33
17	TP1303	mg/L		20.2	6.75		230	41	120	39	110	23	960	4.4		0.83		4.6
18	TP1307	mg/L		21.5	6.82		270	32	78	37	69		980	15		0.95		4.7
19	TP1308	mg/L		21.1	6.67		110	34	100	43	86	18	970	22		1.34		110
20	TP1309	mg/L		22.8	6.82		120	27	75	31	89		730	10		1.03		64
21	TP1310	mg/L		20.2	6.83		94	35	120	57	40	21	1100	21	0.094	1.27		130
22	WCX_BH63	mg/L		20.9	7.26		14	11	114	5	175	18	124	10.2				0.18
23	WCX_BH202	mg/L		20.9	12.4		606		562	250	445	3	124	0.77	0.05		0.01	1.57
24	WCX_BH204	mg/L		20.9	12.1		239		164	66	194	9	100	0.77	0.01			1.96
25	WCX_BH206	mg/L		20.9	6.97		45	33	188	6	335	35	150	15.5	0.03			0.03
26	WCX_BH208	mg/L		20.9	7.68		154	63	448	21	830	1	404	3	1.7			1.23
27	WCX_BH214	mg/L		20.9	11.5		142		492	198	516	450	124				0.05	
28	WCX_BH63	mg/L		20.9	6.6		11	7	73	10	81	8	77	7.75	0.25			0.11
29	BH1100	mg/L		20.9	6.6		47	15	140	6.1	45	200	110					
30	BH1129A	mg/L		20.9	6.6		290	400	4800	120	5900	850	120					0.34
31	BH1130	mg/L		20.9	6.6		65	29	240	5	380	90	72					
32	BH1131	mg/L		20.9	6.6		42	11	280	2.1	240	160	93					0.039
33	BH1300	mg/L		22.1	7.36		15		190	15	160	16	180	60		0.01		1.1
34	BH1300	mg/L		21.5	6.88		21	29	300	19	290	2	270			0.83		1.6
35	BH1300	mg/L		20.9	7.1		17		240	18	290	2	260	7.1				1.6
36	BH1315	mg/L		20.68	6.31		14		73	2.8	71	52	74	8.9		0.05	0.007	0.3
37	BH1315	mg/L		19.6	6.1		6.4	7.7	55	1.8	72	21	38	2.4		0.86		0.082
38	BH1315	mg/L		20.9	6.1		6.3	6.9	37	1.7	68	14	46	7.7				0.061
39	BH1316	mg/L		21.2	6.59		21		140	8.1	140	26	140	3.5	0.02	0.02		0.17
40	BH1316	mg/L		20	6.32		14	14	130	5.2	160	16	85	0.033	0.01	1.81		0.068
41	BH1316	mg/L		20.9	6.4		15	17	140	6.4	160	15	93	6.8	0.008			0.053

PhreeqC input table. When temperature was not provided the average temperature for the rest of groundwater samples is used instead (in red). If pH was not provided an average of pH with exception of those samples with cement-groundwater interactions has been used (in red). The limited redox points measured (expressed as mV) cannot be used, as electrode employed has not been detailed (are ORP's or Eh?). The software calculates pe if redox-pairs are available but a value of 4 has been used for this calculation. Summary table B3 provides HCO_3 and CO_3^{-2}concentrations, those have been entered as C(4). The C(4) column represents all dissolved inorganic carbon, essentially $CO_2(aq) + HCO_3^- + CO_3^{-2}$ with HCO_3^- and in some samples CO_3^{-2} being the main species.

sim	Sample	soln	Lithology	pH	pe	pct_err	C(4)	m_Na+	m_K+	m_Mg+2	m_Ca+2	m_Cl-	m_SO4-2	m_HCO3-	m_CO3-2	m_CO2	m_NO3-	m_NO2-	m_Fe+2
1	WCX_BH201	3	alluvium	6.29	4	6.3	3.53	134.22	1.96	11.44	5.78	135.51	7.49	1.72	0.00	1.52	0.00	0.00	1.65
1	BH1303	9	alluvium	6.41	4	4.7	3.63	99.58	1.68	0.00	2.59	82.32	5.88	2.06	0.00	1.47	0.00	0.00	0.05
1	BH1303	11	alluvium	6.2	4	-0.8	3.14	104.06	1.60	8.10	3.27	116.54	6.99	1.40	0.00	1.56	0.00	0.00	1.14
1	BH1313	12	alluvium	6	4	1.2	5.31	171.03	2.45	14.11	7.68	205.64	3.06	1.88	0.00	3.13	0.00	0.00	0.81
1	BH1314	13	alluvium	5.07	4	-0.7	0.26	2.17	0.06	0.00	0.34	1.33	0.81	0.01	0.00	0.25	0.14	0.00	0.06
1	BH1314	14	alluvium	5.51	4	4.0	0.46	1.65	0.03	0.08	0.23	1.27	0.34	0.06	0.00	0.40	0.11	0.00	0.00
1	BH1314	15	alluvium	5.1	4	-3.8	0.11	1.22	0.04	0.10	0.06	1.33	0.13	0.01	0.00	0.11	0.14	0.00	0.01
1	WCX_BH63	22	sandstone	7.26	4	-0.5	2.03	4.95	0.13	0.44	0.34	4.94	0.17	1.78	0.00	0.21	0.00	0.00	0.16
1	WCX_BH204	24	sandstone	12.1	4	1.6	1.64	7.11	1.69	0.00	4.26	5.48	0.07	0.01	0.50	0.00	0.00	0.00	0.00
1	WCX_BH206	25	sandstone	6.97	4	6.4	2.46	8.17	0.15	1.31	1.08	9.45	0.30	1.95	0.00	0.44	0.00	0.00	0.24
1	WCX_BH208	26	sandstone	7.68	4	5.0	6.63	19.48	0.54	2.49	3.68	23.46	0.01	6.03	0.02	0.25	0.12	0.00	0.04
1	WCX_BH214	27	sandstone	11.5	4	4.8	2.04	21.08	5.01	0.00	2.18	14.58	3.99	0.04	0.97	0.00	0.00	0.00	0.00
1	BH1130	31	sandstone	6.6	4	9.8	1.18	10.42	0.13	1.12	1.53	10.73	0.77	0.76	0.00	0.40	0.00	0.00	0.00
1	BH1300	35	sandstone	7.1	4	1.0	4.26	10.43	0.46	0.00	0.41	8.19	0.02	3.60	0.00	0.61	0.00	0.00	0.10
1	BH1315	36	sand/sandstone	6.31	4	7.8	1.21	3.17	0.07	0.00	0.33	2.00	0.51	0.58	0.00	0.63	0.00	0.00	0.15
1	BH1315	38	sand/sandstone	6.1	4	6.3	0.75	1.61	0.04	0.28	0.15	1.92	0.14	0.27	0.00	0.48	0.00	0.00	0.13
1	WCX_BH63a	1	alluvium	6.6	4	23.2	6.36	2.26	0.49	0.71	1.58	1.44	0.11	4.05	0.00	2.19	0.00	0.01	0.16
1	WCX_BH63a	2	alluvium	6.6	4	40.0	12.14	2.43	0.84	1.25	5.69	1.55	0.00	7.60	0.00	3.93	0.01	0.00	0.51
1	BH014	4	alluvium	6.6	4	20.6	14.93	4.08	1.10	1.46	2.00	1.41	0.02	9.62	0.00	5.05	0.00	0.00	0.00
1	BH020	5	alluvium	6.6	4	21.9	0.34	4.77	0.02	0.06	0.03	1.52	0.72	0.22	0.00	0.12	0.00	0.00	0.00
1	BH1124	6	alluvium	6.6	4	22.7	3.94	4.13	0.23	0.72	0.99	2.40	0.11	2.52	0.00	1.37	0.00	0.00	0.00
1	BH1129	7	alluvium	6.6	4	21.5	4.26	2.52	0.20	0.54	2.80	2.17	0.62	2.73	0.00	1.46	0.00	0.00	0.00
1	BH1143	8	alluvium	6.6	4	18.2	4.59	9.56	0.16	1.83	1.42	7.91	0.21	2.96	0.00	1.55	0.00	0.00	0.00
1	BH1303	10	alluvium	6.48	4	12.3	2.15	134.60	2.06	8.99	3.32	110.93	6.57	1.27	0.00	0.75	0.00	0.00	0.42
1	BH1318	16	alluvium	7.1	4	14.6	10.01	12.12	1.12	0.91	1.19	4.24	1.04	8.44	0.01	1.39	0.00	0.00	0.01
1	TP1303	17	alluvium	6.75	4	17.8	15.76	5.20	1.00	1.56	5.30	3.11	0.17	11.10	0.00	4.09	0.00	0.00	0.05
1	TP1307	18	alluvium	6.82	4	20.1	16.09	3.38	0.95	1.22	6.24	1.95	0.00	11.74	0.01	3.61	0.00	0.00	0.16
1	TP1308	19	alluvium	6.67	4	23.7	15.92	4.33	1.10	1.29	2.53	2.43	0.14	10.73	0.00	4.72	0.00	0.00	0.24
1	TP1309	20	alluvium	6.82	4	19.2	11.98	3.25	0.79	1.04	2.81	2.51	0.00	8.90	0.00	2.74	0.00	0.00	0.11
1	TP1310	21	alluvium	6.83	4	22.7	18.06	5.20	1.46	1.31	2.13	1.13	0.17	13.41	0.01	4.12	0.01	0.00	0.20
1	WCX_BH202	23	sandstone	12.4	4	20.8	2.04	24.42	6.41	0.00	11.06	12.58	0.02	0.00	0.43	0.00	0.00	0.00	0.00
1	WCX_BH63	28	sandstone	6.6	4	19.3	1.26	3.17	0.26	0.28	0.27	2.29	0.08	0.80	0.00	0.45	0.02	0.00	0.13
1	BH1100	29	sandstone	6.6	4	20.9	1.80	6.05	0.15	0.53	1.01	1.27	1.81	1.16	0.00	0.62	0.00	0.00	0.00
1	BH1129A	30	sandstone	6.6	4	17.0	1.99	209.84	3.08	15.12	6.74	168.52	5.41	1.27	0.00	0.53	0.00	0.00	0.00
1	BH1131	32	sandstone	6.6	4	16.1	1.53	12.13	0.05	0.40	0.94	6.78	1.47	0.99	0.00	0.52	0.00	0.00	0.00
1	BH1300	33	sandstone	7.36	4	21.5	2.95	8.26	0.38	0.00	0.36	4.51	0.15	2.52	0.00	0.23	0.00	0.00	0.88
1	BH1300	34	sandstone	6.88	4	18.7	4.43	13.04	0.49	1.16	0.51	8.19	0.02	3.43	0.00	0.94	0.00	0.00	0.00
1	BH1315	37	sand/sandstone	6.1	4	12.9	0.62	2.39	0.05	0.31	0.16	2.03	0.20	0.22	0.00	0.40	0.00	0.00	0.04
1	BH1316	39	sand/sandstone	6.59	4	11.3	2.30	6.08	0.21	0.00	0.51	3.95	0.25	1.46	0.00	0.81	0.00	0.00	0.06
1	BH1316	40	sand/sandstone	6.32	4	16.2	1.39	5.65	0.13	0.56	0.34	4.51	0.15	0.68	0.00	0.71	0.00	0.00	0.00
1	BH1316	41	sand/sandstone	6.4	4	21.1	1.52	6.09	0.16	0.69	0.37	4.51	0.14	0.81	0.00	0.70	0.00	0.00	0.11

PhreeqC output table as mmol/L. The yellow column is the % charge balance error (%CBE) as calculated with the input parameters shown in the input table. Samples in red correspond to samples with a %CBE >10%.

Further problems identified with groundwater data quality data are:

A) Some samples (BH1212; BH1227; BH1229) appear to be analysed for chloride and sulfate ONLY but not for the rest of major ions. These samples do not constitute a complete major ion analysis and therefore are of very limited use;

B) Some samples appear to have Total Nitrogen (TN) concentration below or equal to the concentrations of some the species that contribute to total nitrogen (WCX_BH63a; BHX_BH201, etc). Either TN or nitrogen species analyses are wrong.

C) Sample BH1300 (13/11/17) had a concentration of Fe of 60 mg/L and the same groundwater monitoring-well analysed on the 12/12/17 had a Fe concentration <0.010 mg/L. Redox conditions were the same in both samplings. Assuming the Fe was in solution as Fe^{2+} (as generally observed in the Hwk sandstone elsewhere (Cendon et al. 2014)), and assuming groundwater samples were collected as a field acidified sample, How can Fe^{2+} concentrations, under similar redox conditions vary so sharply?

Other issues identified in the Appendix K (Groundwater Technical Report) that would require some clarification:

Annexure C- Hydrograhs

Standpipe BH002 (Wickham St, Arncliffe) shows a sharp drop approximately in May 2017 of ~8 m. This pipe is screened between 60-70 m. Similarly, standpipe BH1100 (Kyle St, Arncliffe) at approximately the same time and screened depth 75-78 m, shows a sharp drop that exposes the

data logger. A manual reading shows a trend with a drop in excess of 20 m. However, page 4-33 Appendix K: Groundwater Technical Report (Section 4.10.4) states: "*No anthropogenic features such as impacts due to irrigation, pumping or passive discharge to unlined subsurface structures were detected"* How can the behaviour in these two piezometers be explained? What is the reason for this substantial drop within the same area at approximately similar time?

Page 3-9 (Appendix K: Groundwater Technical Report). *"The model domain is discretised into nine layers with the upper three layers representing fill, regolith, alluvium, Botany Sands (layer 1)… the lower 6 layers represent the Hawkesbury sandstone"* What is the physical reason for six model layers in the Hawkesbury sandstone? Are there any semi-continuous shale layers across the model domain? Are the six layers supported by lithologies? Supported by observable transitions between facies? What is the proportion of "massive" to "sheet" facies in the model domain? How the abundant coring developed informed the model? How are fractures and intrusions considered?

Page 4-21 (Appendix K: Groundwater Technical Report) states: *"A dyke located to the immediate north of the tunnel alignment was intersected in eight boreholes during construction of the west dive structure at Cooks River for the M5 East (Golder 2016) and could also intersect the project tunnels."* The dyke described above reached a width of up to 16 m (Golder 2016). Are those boreholes included in this report? If not, is BH040 (Annexure G, borehole logs) a different dyke? How was this implemented in the model?

Page 4-22 (Appendix K: Groundwater Technical Report). Section 4.7.10 of the report states: *"Golder (2016) mapped a relatively complex faulting system based on geotechnical borehole data as part of the M5 Motorway and concluded that the identified faulting was associated with the Woolloomooloo Fault in Arncliffe. Extrapolation of these structures would result in faulting potentially being encountered at the western edge of the Kogarah Golf Course."* Has anything been done to constrain this potentially important faulting? How is this included into the model?

Page 4-29 (Appendix K: Groundwater Technical Report). Section 4.10.1 of the report states: *"Thus in general, the regional groundwater flow direction through the project footprint is expected to be northwards or north easterly with groundwater ultimately discharging offshore into the Pacific Ocean"* .In the following page in section 4.10.3, when referring to the Hawkesbury Sandstone, the report states: *"Review of the groundwater level contours shows that the dominant groundwater flow direction is easterly towards Botany Bay."* Could flow directions be better disclosed?

Page 4-30 (Appendix K: Groundwater Technical Report). Section 4.10.2 of the report states: *"…indicating there is little difference in hydraulic head between the sandstone and overlying Botany Sands"* This suggests a good connection between those two units. This is further reinforced in page 17-41 Chapter 17 (Inflow from specific hydrogeological units), as it states: *"There are however likely to be indirect inflows from the Botany Sands aquifer. These indirect inflows would be low given the low hydraulic conductivity of the Hawkesbury Sandstone*." However, secondary features in the Hawkesbury such as fractures, joints and/or even dykes can change hydraulic conductivity properties locally. What would be the measures in place if such a scenario eventuates?

In which EIS are boreholes under construction included? For example BH1412, BH1413 (Project 80019028).

References

Cendón, D.I., Hankin, S.I., Williams, J.P., Van der Ley, M., Peterson, M., Hughes, C.E., Meredith, K., Graham, I.T., Hollins, S.E., Levchenko, V. and Chisari, R. (2014) Groundwater residence time in a dissected and weathered sandstone plateau: Kulnura–Mangrove Mountain aquifer, NSW, Australia. Australian Journal of Earth Sciences 61, 475-499.

Hounslow, A. (1995). Water Quality Data. Boca Raton: CRC Press.

Parkhurst, D.L. (1995) User's guide to PHREEQC- A computer program for speciation, reaction-path, advective-transport, and inverse geochemical calculations. U.S.G.S., Water Resour. Invest. Report 95-4227.

[redacted]

[redacted]

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

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

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

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

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

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

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

Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car

travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

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

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

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

Some negative impacts include:

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

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

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

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

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

other options must not preclude the consideration of public transport. On this basis I object to the F6, as it is not for public benefit.

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

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

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

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

Yours sincerely,

Bronte English

[redacted]

Beverly Hills NSW 2209

[redacted]

[redacted]

[redacted]

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

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

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

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

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

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

I object to the pollution this motorway will bring into our environment.

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

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

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

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Bronte English

[redacted] Beverly Hills NSW 2209, Australia

[redacted]

[redacted]

[redacted]

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

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

I object that our local roads are expected to absorb more traffic due to induced demand.

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

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

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

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

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

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

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

Some negative impacts include:

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Kathryn Calman

[redacted]

[redacted]

Name: Kathryn Calman

[redacted]

Beverly Hills, NSW
2209

Content:
Attached

[redacted]

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

I strongly object to the WestConnex and the F6 Extension.

The WestConnex project is not in the Public's best interest. We will all pay dearly in terms of higher traffic impacts, poorer air quality, expensive tolls, and state and federal taxes having been diverted from public transport and other, more worthy causes. WestConnex fails everyone, including drivers, our economy, our livability, our mobility, community health and the urban and natural environment.

The weaknesses of the proposal have been amplified through poor project governance.

1 Failed Transport Planning

I witnessed the first M5 (circa 2000) and noted the impact this had on our community. We lost neighbours and the traffic increased through our residential streets making the environment more dangerous for our children to independently get to school. The increase in pollution that is dangerous for all of the community, particularly the most vulnerable in our society – children, the elderly and pregnant women. We lost visual amenity with a failure by RMS to properly repair our urban environment plus lost community recreational space and sports fields.

The M5 had a detrimental effect on the well-being of the resident community and quality of living. In our ignorance (and lack of accessible information) we were not made aware that there were far better options to improve commuting mobility. We thought that our elected Members and the Parliament of NSW, with access to transport experts, were doing the "right thing" for the Public.

We were promised that the legacy M5 will "take traffic off local roads". We were assured that the unfiltered exhaust stack located in the valley of Turrella was "safe". We were also assured that it was perfectly fine to leave our windows open whilst travelling through the M5 tunnel[1]. We were told the legacy M5 was constructed with leading edge technology and world class experience[2].

It didn't take long to reveal that the legacy M5 was a dog's breakfast. Within 6 months of opening it was a car park. It featured as the first road mentioned each day on the traffic report, always queued to Revesby Road (evidence that congestion itself is an inhibitor for more congestion). Our local roads, such as Stoney Creek, Canterbury, and King Georges

[1] https://www.smh.com.au/national/tunnel-safe-but-best-wind-up-your-windows-20060317-gdn65h.html
[2] http://www.abc.net.au/news/2008-11-07/m5-tunnel-among-worlds-worst/197156

were hammered by additional traffic[3]. Two Parliamentary Inquiries[4] into the Turrella exhaust stack revealed irregularities of project governance and that the community's health was at risk due to the concentrated diesel exhaust pumped from the single stack inappropriately located in a valley[5].

Fast track to 2013 when we realised that significant road works were again on the table. We learnt that more progressive and better managed cities no longer thrust motorways into the heart of their city. Cities, like Paris[6], Madrid [7], Portland[8] and Seoul have been active in the removal of motorways for decades, returning the space for public use and focusing on mobility and urban livability via public transport investment.

The Public deserves to know why Sydney and our politicians are completely out of step with global modern transport planning and release the full details regarding the vested interests poised to benefit at our expense.

2 The EIS does not comply with SEARS

Throughout the F6 Extension EIS, RMS fails to substantially address key components of the SEARS, which suggests that it has been rushed out. RMS do not explain how this Project is a solution to transport freight, which was the justification for the entire WestConnex project.

RMS fails to explain how congestion will be dealt with in this EIS. The EIS states that the road network will improve under the cumulative project opens. While the traffic on the Princess Hwy and Grand Parade is forecast to decrease once the project is completed, this is based on unsubstantiated evidence that commuters will choose to use the tollway.

I question, though, the validity of the modelling. It appears that the M5 impact of toll avoidance has not been included. This is significant, as up to 40% of the existing M5 traffic will avoid the tolls impacting the key roads of St George – King Georges, Stoney Creek, Forest etc. This traffic will impact Princess Highway and the proponents 'assurances' of urban revitalisation along Grand Parade.

2.1 WestConnex has key objectives that the whole project is supposed to meet.

The stated objectives for the F6 project (as well as WestConnex) were contrived to fit the project *after* it had already been announced. In a democratic strategic planning process,

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[3] http://cfsites1.uts.edu.au/find/isf/publications/zeibots2003beforeandafterm4.pdf

[4] https://www.parliament.nsw.gov.au/lcdocs/inquiries/1970/M5%20East%20Tunnel%20Final%20Report%20dated%20051202.pdf

[5] https://www.greenleft.org.au/content/residents-demand-clean-air

[6] https://www.citylab.com/transportation/2017/04/fixing-a-fractured-paris/521967/

[7] https://www.gizmodo.com.au/2014/03/6-freeway-demolitions-that-changed-their-cities-forever/

[8] https://www.businessinsider.com.au/highway-closing-city-transformation-2018-5?r=US&IR=T

objectives are set first based on the needs and desires of the community, and then alternative projects/policies are appraised against their ability to meet those objectives**.**

The F6 stated objectives have no associated targets by which their achievement can be ever be determined. For example, how can it ever be determined if the objective to "maintain regional air quality" has been met, when the most dangerous of pollution, ultra-fine particulate matter is not measured?

2.2 Objectives/targets need to be:

1. Specific
2. Measurable
3. Achievable
4. Relevant
5. Time-bound

Even though the objectives of the F6 have been contrived to fit the project, the **project still does not meet them**. [9]

Each objective below is accompanied by an explanation of why the project does **NOT** meet that objective.

2.2.1 Support Sydney's long-term economic growth through improved motorway access and connections linking Sydney's international gateways and south-western Sydney and places of business across the city.

- There is already an extensive and high–capacity road and motorway network linking Sydney's international gateways (Sydney Airport and Port Botany), Western and Southern Sydney and places of business across the city. The operation of this network could be improved significantly with demand management such as road pricing reform. There is no need for costly and destructive new motorways.
- F6 represents productivity costs (not benefits) as the motorway will be congested in less time than it takes to build.

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[9] https://m5eis.org/2016/01/20/part-3-chris-standen-westconnex-fails-to-meet-own-objectives/

- The most efficient and economical way to link large trip generators is with mass transit. A single motorway lane can transport only 2700 passengers per hour, under ideal conditions. A single railway line can transport 24,000 passengers per hour.
- F6 does not go to the airport or port – a key justification of WestConnex. Residents of southern Sydney will continue to use the free Grand Parade rather than via the separate tolls of the F6, then M5, then Southern Gateway.
- It is not smart transport planning to encourage more private vehicles into already congested areas of the CBD and Sydney Airport. It's no wonder that the CEO of Sydney Airport (board member of NSW Infrastructure in 2013) was promoting WestConnex if it wasn't intended to bolster the Airport's car-park profits. Where will they park in the CBD though?

This is a massive failure of one of their key goals.

2.2.2 Relieve road congestion to improve the speed, reliability and safety of travel.

- There is no evidence that increasing road capacity and building urban motorways can relieve road congestion in the long term, because the added capacity simply induces more demand. We have witnessed this with every new motorway.
- As travel speeds increase, so do travel distances, i.e., increasing the speed of the road network encourages urban sprawl. Perversely, this sprawl has the effect of reducing the population's accessibility to employment, education and services, and increasing transport costs (because people have to travel longer distances).
- Road congestion is inevitable in any large city, in the absence of adequate demand management. There can never be enough road capacity to satisfy the latent demand for driving, where everyone can live as far from work as they like, and drive whenever they like, to wherever they like in free-flowing traffic. It is geometrically impossible.
- Congestion on Sydney's roads is the main thing keeping private vehicle travel demand in check. If this congestion is relieved temporarily by increasing the road supply, then demand will increase until a new equilibrium between supply and demand is reached (i.e., congestion will return to its previous level)
- A better objective would be to give as many people as possible a reasonable alternative to sitting in traffic. How many people would really prefer to spend hours

each week crawling along a dark tunnel inhaling truck fumes, than sitting in a modern train that takes them swiftly to their destination, where they can use the time to relax, read, work etc.

- Sydney appears to have reached toll-saturation, forcing those that need to drive onto local roads [10]
- The impact of queues at on-off ramps has not been factored into the travel time "savings", as underwhelming as they are.

2.2.3 Cater for the diverse travel demands along these corridors that are best met by road infrastructure.

- There is already more than sufficient capacity along these corridors to cater for all the essential vehicle travel. Non-essential vehicle travel could be discouraged through better demand management, e.g., road pricing reform.
- A holistic multi modal approach to transport is a better fit for meeting diverse travel needs than a motorway.
- The F6 concept is outdated before its even finished, with advancing technologies to meet on demand travel eg on demand transport to or from the station such as the new inner west on demand bus.
- Even the NRMA is critical:"*Some level of toll avoidance is to be expected, however, the very high level of traffic diversion to surface streets is a strong indication that the New M5 does not serve many trips currently taken via the M5 East, and that many motorists will not perceive the proposed tolls on the New M5 and the new toll on the M5 East as representing value for money*". [11]

2.2.4 Enhance the productivity of commercial and freight generating land uses strategically located near transport infrastructure.

- Why did the Baird Government privatise Port Botany WITH a no-compete clause? Expanding capacity at the Newcastle Port would take 750,000 trucks off Sydney

[10] https://www.smh.com.au/national/nsw/120-a-week-and-we-are-just-sitting-there-time-for-toll-road-charge-overhaul-say-experts-20170725-gxig28.html
[11] https://www.mynrma.com.au/-/media/documents/reports-and-subs/westconnex--new-m5.pdf?la=en

roads by 2050. This Government has lost all credibility as 'prudent' transport planners. [12]

- It has to be questioned whether a highly populated inner-city area is the optimal location for some commercial and freight generating land uses. Newcastle Port would result in lower transport costs.
- This objective would have been better achieved and more economically by enhancing freight by rail, which would further get "trucks off local roads".

2.2.5 Fit within the financial capacity of the State and Federal Governments, in partnership with the private sector.

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

- The F6 motorway is unlikely to reduce traffic on local roads, exposes the taxpayer to huge financial risk, and will not benefit many southern Sydney commuters. Journey-to-work figures analysed by SGS show that around 90 per cent of these work trips to the CBD from the west and south are using public transport. Why wouldn't you, when many alternatives are available.

- 90% of trips to the Southern Industrial area are by car – as there is no reasonable public transport options. (eg multiple changes of modes / long walking distances)

- Enhancements to the Illawarra Rail line and the separation of freight from passenger would make a significant difference for commuters. We also need a north / south rail link to relieve congestion on the King Georges Rd corridor.

[12] https://www.theherald.com.au/story/5801964/competition-watchdog-launches-court-action-over-illegal-port-privatisation-deals/

2.2.6 Optimise user pays contributions to support funding in an affordable and equitable way.

- More than 99% of the NSW population will not use the project each day, but they will still have to pay for it through general taxation.
- Many of the potential users will be from low-income households who cannot afford to live near employment centers or railway stations. They will have to pay high tolls while higher-income households have access to cheaper roads and public transport. This is hardly equitable.
- The State ALP 2019 election pledge to re-instate the M4 West and M5 West cash-back scheme will be a further drain on the public purse. Such an action will also result in even more traffic exiting the M5 West onto King Georges Rd rather than using the newly tolled M5 East.
- The promise of cuts in registration fees by the LNP government is another drain on the public purse

2.2.7 Provide for integration with other WestConnex projects and the proposed Southern extension, while not significantly impacting on the surrounding environment in the interim period

- There will be significant impacts on the surrounding environment, both in construction and operation. The footprint of these works is massive and will expose the same community to further high impact disruption. Many suburbs are exposed to back to back projects spanning 7-8 years.

2.2.8 Manage tunnel ventilation emissions to ensure local air quality meets NSW Environment Protection Authority (EPA) standards

- The emissions from the exhaust stacks and tunnel portals will not be filtered.
- Local air quality near the project is already poor, with air toxin levels regularly exceeding standards. Even when they do not exceed standards, they still cause health problems. There is no safe level of air pollution.
- The project will result in poorer local air quality. The air quality modelling in the EIS is worthless because it is based on flawed traffic modelling.

2.2.9 Maintain regional air quality

- Regional air quality in Sydney is already poor, with air toxin levels regularly exceeding standards. Even when they do not exceed standards, they still cause health problems. There is no safe level of air pollution.
- The project will result in poorer regional air quality. The air quality modelling in the EIS is unreliable because it is based on flawed traffic modelling.
- Air quality monitoring does not measure the ultra-fine particulate matter which is dangerous for human health.

2.2.10 Manage in-tunnel air quality to stringent air quality standards

- The in-tunnel air quality will be poorer than that for surface roads. People using the tunnels on a regular basis will have a higher risk of lung cancer, asthma, heart disease and other diseases. The health of children being driven through the tunnels is a particular concern.

2.2.11 Minimise energy use during construction and operation

- Roads are one of most energy-intensive ways of moving people and freight. Road construction is also energy-intensive.
- The project will encourage longer travel distances (sprawl), which will result in increased transport energy use.
- The project will encourage travelers to switch from energy-efficient public transport to energy-inefficient private vehicles.
- Transport energy use could be better minimised by:
    1. Providing for energy-efficient transport modes (public transport, walking, bicycling).

    2. Land use planning that places homes closer to employment and other destinations.

2.2.12 Manage noise impacts in accordance with the NSW Road Noise Policy and realise opportunities to reduce or mitigate noise

- Traffic volumes on surface roads will increase, resulting in increased noise pollution.
- No noise monitoring cameras are in place, even though such technology is available.
- Residents across the route are rightly complaining construction noise is not managed. Works continue well beyond stated finish times. Works include jack-hammering during the night. Relief housing or in-house noise treatments are generally refused.

2.2.13 Provide for improvement of social and visual amenity

- **The project will reduce social and visual amenity**.
    1. The concrete interchanges and pollution stacks will be visually obtrusive.
    2. The increased traffic volumes on surface roads will result in lower amenity (more noise pollution, more fear and intimation, increased crash risk etc.).
    3. The increase in petrochemical exhaust emissions from the tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.
    4. There is a track record already for failed urban repair, minimalistic as it was.
    5. Urban repair bears no resemblance to the “artistic impressions”
    6. Community recreational space is taken for road lanes
    7. Motorway design gives priority to motorists over residents which is a breach of conditions.
    8. Urban repair is the last piece of the project, at a time when the budget is depleted. Cost savings result in a watered down rehabilitation program.

2.2.14 Minimise impacts on natural systems including biodiversity

- The project will cause irreversible biodiversity loss.
- The project will impact Bicentennial Park with high level of noise that will deter people from using it
- The project will contribute to climate change through increased greenhouse gas emissions. This will result in further biodiversity loss and damage to natural systems.

- The project will result in road contaminants entering our waterways.

2.2.15 Protect surface and groundwater sources and water quality including management of contaminated areas

- The project will result in increased VKT (Vehicle Kilometres Travelled), and therefore more contaminants (brake and clutch dust, hydrocarbon particulates etc.) being deposited on roadways and washed into waterways.
- The project will result in significantly more sub surface drainage, potentially altering the soil moisture content that properties are built on.

2.2.16 Reduce susceptibility to, and minimise impacts of, flooding

- The project will contribute to climate change through increased greenhouse gas emissions. This will increase the risk of flooding and other extreme weather events, not just in Sydney, but worldwide.
- Insufficient justification within the EIS to support this objective.

2.2.17 Integrate sustainability considerations throughout the design, construction and operation of the project, including consideration of the Infrastructure Sustainability Council of Australia (ISCA) Sustainability Rating tool scorecard

- The project is not a sustainable development.
    1. Not economically sustainable. The costs far outweigh the productivity benefits.
    2. Not socially sustainable. It will destroy and sever communities, and result in poorer public health, more car dependency, more transport inequity, and more social isolation.

    3. Not environmentally sustainable. It will result in higher greenhouse gas emissions and irreversible biodiversity loss.

2.2.18 Take traffic off local roads.

- More road capacity induces more traffic
- A failure to provide adequate public transport has created countless car dependent suburbs.
- We have reached toll saturation, which means more traffic on local roads avoiding expensive tolls
- F6 traffic modelling in the EIS, although optimistic as possible, did not include the impacts of rat running from the M5. The M5 EIS predicted local roads will be slammed by significantly more traffic which will impact the F6 footprint.

2.2.19 Community Consultation and Engagement

- community consulations have been a sham, where information is misleading and deceiving.
- The original intent of the EIS process for community engagement has been corrupted.

What is perhaps most frightening about the EIS process is that WestConnex so called "professional experts" who are working on the EIS do not even acknowledge, let alone engage with a whole body of work that critiques their EIS. They ignore powerful arguments raised by independent consultants hired by Council and some 20,00 submissions which over 99.9 rejected the project. Many of these submissions were detailed and well researched. None of them were found to have any weight by the Department of Planning.

We expect the same outcome with the F6.

3 Strategic context and project need

The EIS strategic context and project need states that:

- Traffic congestion reduces capacity for freight vehicles to move from and to the gateways of Sydney Airport, Port Botany and Port Kembla.
- By 2036 population of the South District will grow by 204,000 and the Eastern City District by 325,000. With over 50% of journeys by car there will be continued growth in traffic on Sydney's roads.
- Future trends anticipate increasing use of public transport, however, there will be a continuing need to make provision for growth in commercial and freight travel to reduce congestion.

The proponent ignores the following facts:

Freight

Dealing with freight by road in Sydney has long been a tricky problem.

Problem: Port freight container volume (TUE units) is predicted to triple from 2.5 million units (2018) to 7.0 million by the year 2040. It is forecast that approximately 80% of that container freight will be serviced by the road network.

It was poor judgement of the Baird Government to privatise Port Botany in 2013. The deal included a no compete clause that the ACCC has alleged is uncompetitive and illegal.

Newcastle Port is therefore prohibited to expand capacity, otherwise a penalty must be paid to Port Botany. Newcastle Port estimates that by failing to expand freight in that region has deprived Sydney residents of the opportunity to get 750,000 trucks off our roads.

Asciano [13]announced their plan back in 2015 to expand the Southern freight line at a cost of $100 million. At full capacity, moving freight from Port Botany by rail from Chullora could take up to 100,000 truck journeys off roads every year, according to Asciano chief executive John Mullen. This plan appears to be scuttled due to the Southern Gateway, as the freight line needs to be moved. Again, Sydney residents have been deprived of a further opportunity to get freight off our roads.

Instead, the solution adopted was an outdated concept of the WestConnex motorway, for which plans were hatched in 2012. The stated objective was to "get freight off local roads", yet such a strategy induces more road use.

Trucks cause around 20% of all road fatalities in Australia even though they make up only 2.5% of the vehicles on the road. The number of people injured in such accidents continues to rise. In 2008–09, the latest year for which injury data is available, 1536 people were hospitalised after accidents with trucks. Accident victims classified as suffering a "high threat to life" totalled 551 in 2008–09, an increase of 18% in eight years, according to a 2014 BITRE report.

BITRE predicts a further 50% rise in the number of trucks on our roads over the next 15 years. Despite the urgent need for policy action, the wheels of government are turning away from practical measures to make it safer for the commuting public.

On 11 December 2018 yet another horrific truck accident, this time on Botany Road in the densely populated suburb of Green Square. One woman lost her life and five injured.[14]

I consider this 'planning' to get freight off our roads is very poor. It is not a standard I find acceptable from our NSW Government and our public servants. I have lost all faith that our politicians are planning our infrastructure, with our public funds, for our benefit.

To get freight of Sydney's local roads requires the expansion of our regional ports and to push more freight onto rail with the expansion of our freight rail network. We further need

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[13] http://www.smh.com.au/business/asciano-spends-100m-on-expanding-sydney-freight-hub-network-20151008-gk44qp.html#ixzz3oFxu8ITj

[14] https://www.news.com.au/national/nsw-act/news/pedestrian-killed-and-others-injured-in-horror-crash-in-alexandria/news-story/427279394163228290b6ea25147edf8b

to separate freight from passenger rail in key corridors such as the Illawarra and Newcastle lines.

WestConnex and the F6 extension will not achieve this.

The F6 Extension is focussed only on improving access to push more traffic onto Transurban's WestConnex toll-road. It shows that at the heart of the proposal there is an agenda to only build a new motorway and to shape all justification around this, rather than authentically considering and analysing true alternatives.

This demonstrates the cynical way in which the Proponent and Government is trying to push this toll road project onto a community that clearly does not agree with the need for it, or with the approach being taken by the Government.

I therefore object to the F6 Extension.

4 Poor Transport Infrastructure Selection

The opinion piece in "The Australian" 20 March 2017, "*Less is more when we evaluate Infrastructure*" Paul Foxlee and Stan Stavros (KPMG) is highly critical of the project selection process in Australia.

"High quality and infrastructure is a major driver of national economic growth and productivity". The key question they raise "are we selecting the right projects, or just selecting predetermined solutions that are, more often or not, large new-build projects". Further, they claim "The role of business cases appears to be more about justifying pre-agreed projects than considering other possibilities, including a full and upfront assessment of evidence-based data, technology considerations and cross-agency collaboration – to address the problem. By the time governments begin the business case process the decision has often been made". "Political influences so often impact on infrastructure planning and delivery. Politicians understand the importance of being "seen" to deliver on infrastructure and so projects that announce new jobs and ribbon-cutting photo opportunities tend to be favoured".

Sydney is experiencing chronic car congestion and overcrowded public transport. Thirty years of neglect of the public transport system, and policies in favour increasing road capacity is the key component to traffic congestion.

4.1 Power over city planning handed over to private corporations

In regard to the F6, I find it incredibly disturbing that many of the corporations that stand to benefit from its construction and operation - including AECOM (formerly Maunsell), Macquarie Capital and CIMIC (formerly Leightons) - were invited in at the very beginning by

the NSW Coalition government to help design and justify WestConnex.[15] Given their vested interests, it is hard to believe that the NSW public can be assured that decisions related to WestConnex, including its status as a toll road and its tolling arrangements, represent the fairest possible outcome for the public.

Handing such a huge amount of power over the way we live, move and work to a private company that is solely motivated by the huge profits that can be made from toll-paying drivers is no way to ensure the maximum public benefit is achieved from our transport network. It is a sure-fire way to lock in car dependency, particularly among those people and communities who have the least ability to move to areas that are better served by public transport, jobs, lifestyle opportunities, and more.

4.2 NSW Transport Master Plan retrofitted for WestConnex and F6 Extension

There is a requirement for the EIS that the proponent's proposal is consistent with all Sydney's strategic planning instruments. Requiring WestConnex to be consistent with all strategic planning instruments, this project was clumsily shoehorned into the document in 2013 and later completely overhauled in 2016 in order to place WestConnex at the center of their transport strategies.

Dr Michelle Zeibots was an architect of the original NSW Transport Master Plan. I was disturbed at Dr Zeibot's evidence at the Parliamentary Inquiry where she reported that all of the public and active transport initiatives proposed by transport experts were shelved. The replacement of these initiatives with motorways was a political decision. Dr Zeibots [16] views the WestConnex proposal as deeply problematic both in terms of process, or how the motorway option was evaluated and decisions made about its construction; and in terms of the technical analysis used to support the decision to proceed with construction. In particular, there is evidence to show that:

• Motorway proposals were pursued despite expert advice, and the expressed view of the Director of Transport for NSW that mass transit development needed to be prioritised in order to improve both public transport and road services

• In the EIS' for various stages of the WestConnex motorway proposal Level of Service (LOS) measures were shown not to significantly improve at key points and intersections on arterial roads associated with the motorway, indicating that benefits were not substantial

• Traffic volumes in the 8-lane tunnel (4 lanes in each direction) that comprises WestConnex Stage 3 would only fill to one third its capacity during morning peak periods, 10 years after

[15] https://newmatilda.com/2016/05/18/tunnel-collapse-the-insider-emails-that-show-westconnex-in-a-new-light/

[16] https://www.parliament.nsw.gov.au/lcdocs/submissions/62323/0497%20Dr%20Michelle%20Zeibots_Redacted.pdf

opening, suggesting an outcome similar to that achieved with construction of the Cross City Tunnel will be achieved

• Strategic consideration of integrated transport and land use development factors in both the northern and southern sectors of Sydney highlights the need for rail options, suggesting the current commitment to motorway construction (as with Stages 1, 2 and 3 of WestConnex) have been poorly considered and misconstrue community need in both these sectors.

The key recommendations from Dr Zeibot's that arise from her submission are:

• Construction of Stage 3 WestConnex should be significantly altered or cease

• A metro option linking Brookvale, Mona Vale and the Northern Beaches Hospital Precinct to Chatswood be considered as an alternative option to building the Western Harbour Tunnel and Beaches Link motorway sections

• A heavy rail tunnel, augmenting existing heavy rail track configuration in the southern sector of Sydney between Waterfall and Thirroul be considered as an alternative to the F6 motorway.

It beggars belief that our politicians have bypassed the strong recommendations of transport experts. We cannot trust our Government to appropriately plan Sydney's infrastructure.

5 Intergenerational change in travel patterns.

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

How can the EIS then claim that "people prefer to drive", when for most, there is no choice.

The number of millennials driving has plummeted in the last 10 years.[17]

Some 67 per cent of millennials who participated in Roy Morgan Research's 2016 car industry survey are driving, down from 72.5 per cent of the same age group in 2006. Almost one in five millennials' have the Uber app on their phone or tablet, and two thirds of those had used the service in the past month.

[17] https://www.news.com.au/finance/economy/australian-economy/cars-no-more-a-symbol-of-freedom-for-young/news-story/0e122c69d7a175fbef1e14618606790e

Of the 200,000 Australians who use car sharing services like Go-Get and Flexi- car, almost half are millennials, compared with only 20,000 Baby Boomers.

Consumer services innovator Scott Browning, the chief executive of mobile start-up Quickar and former marketing director at JB Hi-Fi, says fewer people will own and drive a car in the future, because there won't be a need.

Attitudes towards cars have changed, with technology and the internet changing the way people connect with family, friends and work. Connection and mobility have very little to do with cars anymore. Cars are just appliances.

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

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

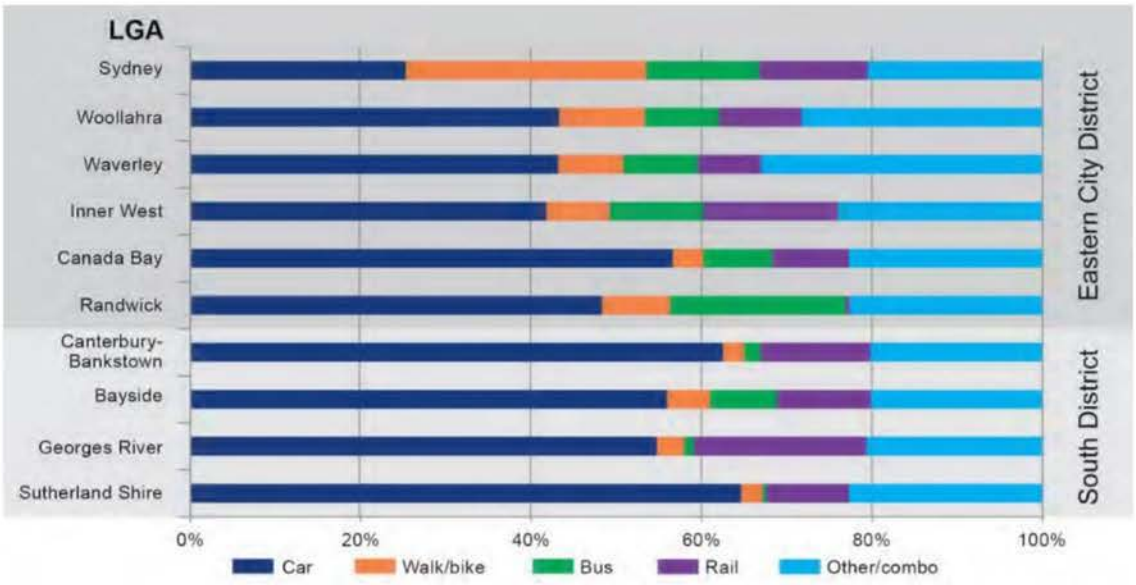

Figure 4-2 Sydney Travel to work data (2016)

WestConnex and the F6 Extension represents a lost opportunity for two generations to invest in the public transport system our city and the South desperately needs.

Sydney needs a progressive and innovative approach to transport planning, not a hark-back to the 1950's.

6 The F6 Extension and Beaches Link are merely to feed more traffic into Transurban's WestConnex.

The state's roads agency will receive no benefit from funnelling traffic from the proposed F6 Extension on to the soon-to-be-sold WestConnex toll road, an analysis of traffic modelling contained in a leaked government document shows. [18]

The analysis contained in a business case for an extension of the F6 in Sydney's south shows the proposal is likely to increase traffic and revenue for each of the three stages of WestConnex, a majority stake in which the government is selling to private interests.

While the new owners of WestConnex stand to benefit, the leaked document reveals the ability of Roads and Maritime Services to "capture any additional value" from the F6 Extension is limited by so-called upside-sharing regimes in the project deeds for WestConnex.

The upside-sharing arrangements are "generally less favourable to RMS than market", the document states.

The leaked document also reveals that the roads agency will have to pay tens of millions in compensation to the owners of WestConnex if the F6 is "other than a tunnel and surface road connection" from the new M5 at Arncliffe to Kogarah.

Further, the inclusion of tolling revenue from existing motorways such as the M5 South West and a widened section of the M4 between Homebush and Parramatta will help improve the attractiveness of Australia's largest motorway project to large private investors.

Leaked documents dated September 26, 2016 and headed "Failure in Critical Options Analysis" [19] says the decision not to benchmark the cost of the toll road against the cost of rail solutions "represents a serious and significant shortcoming of the F6 Extension Business Case". The memo prepared within Transport for NSW says a new rail tunnel and freight line could cut the time taken for commuters to travel from Wollongong to Central from 90 minutes to about 60 minutes for as much as $10 billion less than the cost of the toll road.

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[18] https://www.smh.com.au/national/nsw/leaked-documents-show-sydneys-f6-extension-to-benefit-new-owners-of-westconnex-20171031-gzbrwx.html

[19] https://www.smh.com.au/national/nsw/f6-planners-told-to-ignore-public-transport-build-roads-documents-show-20170407-gvgbon.html

We have the situation where although rail has a better CBR and gives the superior commuting time savings the NSW Government will proceed with road over rail to avoid tens of millions in compensation to Transurban. Something is seriously wrong here!

I therefore object to the F6 Extension as the beneficiary is private profits for Transurban.

7 Failed design framework

WestConnex Framework for design – objectives or merely buzzwords? Who and when will WestConnex be held to account for these claims, as the Department of Planning and Environment appear powerless:

- leading edge environmental responsiveness
- connectivity and legibility
- place making
- liveability and urban renewal
- memorable identity and a safe, pleasant experience
- a new quality benchmark.

Our urban environment is dominated by the visual impact of noise walls, the audio impact of high traffic noise, and our health and safety at risk from more pollution and higher volumes of traffic. Although there is always scope to make it better for residents, there seems to be either an element of malice or designers that are completely oblivious that a motorway is an eyesore. Either way, it's not acceptable.

Professor Peter Newman, in his speech "We need to build the cities of the 21st century, not the roads" [20]

"*Around the world, cities are now competing on walkability and good public transport, because the knowledge economy is now the difference between cities. If you have a thriving, productive, creative, innovative, knowledge economy, then you can compete"*

"So the knowledge economy needs spatial efficiency, and spatially efficient transport modes. Public transport, cycling and walking are very spatially efficient".

"I went to the NSW Government's White Bay planning conference and it was very exciting to hear talk about a metropolitan strategy that was all about making a city centres more walkable and public transport orientated. I thought this was exactly what Sydney needed. But we didn't hear a word about White Bay being used for a giant WestConnex interchange – which emerged a few weeks later"

Roads are space hungry. Around 35% of Sydney's real estate is devoted to cars and their parking, but it can never be enough. It's physically impossible to give over all the space for everyone to drive where and when they want in a private vehicle. Imagine the wealth in real

[20] https://www.thefifthestate.com.au/videos/watch-this-peter-newman-on-why-westconnex-should-be-dropped

estate that is locked into this wasted space. The acquisition of this land that could have been used for other higher value activities.

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

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

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

"There does come a point where you can't simply keep putting more and more cars on the road or use trucks, which of course are mostly diesel, to deliver freight," Australia's chief scientist, Ian Chubb.

"There does come a point where traffic congestion becomes so great that cities grind to a halt and pollution particles ... make residents chronically ill," he continued. "Some experts say that we're starting to reach that tipping point in urban mobility and urgent action is needed."

"Fringe developments are characterised by low housing and low employment density, limited (if any) mixed-use development and poor access to public transport," the report said. "Together this increases distances between where people live and where they need to travel for work, shopping, socialising and recreating. In these motorcar dependent neighbourhoods, residents are at risk of transport poverty."

Dependencies on cars add to obesity and other health problems, a cost not included in the cost / benefit analysis for WestConnex and the F6 Extension.

The F6 as well as the myriad of additional works WestConnex works will end up in hundreds of homes, businesses, wetlands and much needed greenspace taken over. Suburbs, like St Peters, Arncliffe, and Haberfield are virtually wiped off the map [21]. Kogarah will be a war zone for years as well. It's disingenuous to claim that the F6 is all tunnels.

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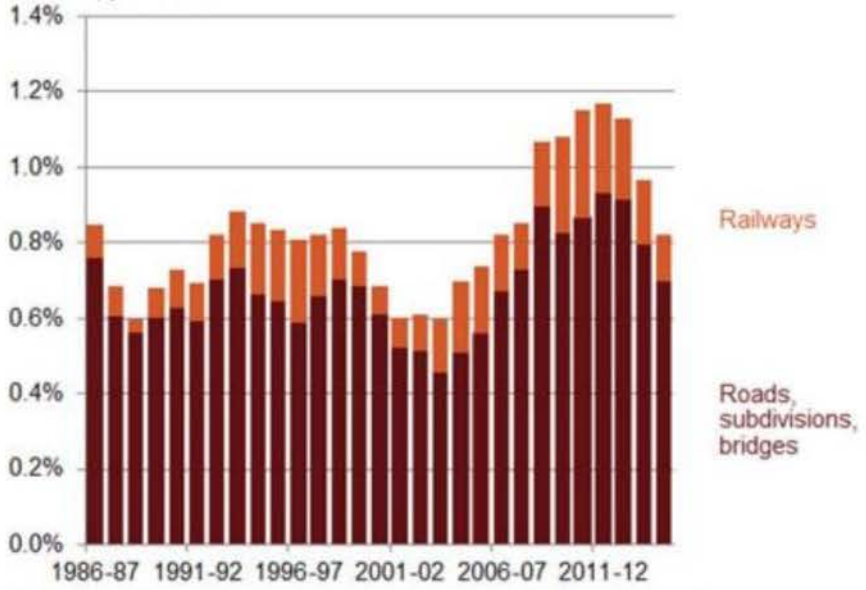
[21] http://www.abc.net.au/news/2017-11-03/nsw-government-documents-reveal-houses-to-go-for-sydney-f6/9112404

Despite the majority of spending devoted primarily to roads over the decades, we are still in a congested mess. It's a sign of madness to keep trying the same thing over and over, each time hoping for a different result. Isn't it time to look at what more innovative cities are doing to improve mobility of people and freight? We can't afford not to.

Figure 1.1: Spending on transport infrastructure has risen sharply over the past decade

Engineering construction work done for the public sector as a proportion of GDP, per cent



Notes: Includes work done by the private sector for the public sector.
Source: ABS (2016b),Table 11; ABS (2016a), Table 3.

Look at the traffic jam around you, and note the single occupant vehicles that form the bulk of the traffic. There is a better way to address congestion. Remember how easy it was to get about in the 2000 Sydney Olympic Games? We were told to leave our cars at home and hop onto public transport. Busses galore for extended hours meant our roads were clear, pollution was less and it was a whole lot easier and more pleasant to get about.

Road congestion is inevitable in any large city in the absence of adequate demand management. There can never be enough road capacity to satisfy the latent demand for driving, where everyone can live as far from work as they like, and drive whenever they like, to wherever they like in free-flowing traffic. It is geometrically impossible.

A better strategy would be to give as many people as possible a more pleasant and faster alternative to sitting in traffic – particularly drivers of single-occupant vehicles who make up the vast majority of peak-hour traffic, by investing in public transport. Improving the Illawarra passenger and freight lines would increase commuter capacity 10 times more than the F6, at a fraction of the cost.

I realise that I can't get Granny to her specialist on the back of a bike. Nor can I walk a heavy Ikea flatpack home. I don't always have Granny or a flatpack in tow, so it makes sense to get as many journey's off the road and onto mass transit.

I object to a transport plan that ignores the science of transport.

8 Traffic modelling

Throughout this EIS, RMS fails to substantially address key components of the SEARS, which suggests that it has been rushed out. RMS do not explain how this Project is a solution to transport freight, which was the justification for the entire WestConnex project.

RMS fails to explain how congestion will be dealt with in this EIS. The EIS states that the road network will improve under the cumulative project opens. While the traffic on the Princess Hwy and Grand Parade is forecast to decrease once the project is completed, this is based on unsubstantiated evidence that commuters will choose to use the tollway.

There is limited evidence to support these statistics and it is likely that many people will choose to use local roads to avoid the toll which will result in significant rat-running (and there is no plan in the EIS to manage this issue). There is nothing in this EIS that suggests that the toll road will improve connectivity with public transport or how this toll road will link in and improve public transport options, noting that bus travel times will worsen in some sections.

The modelling does not consider the impacts of rat running from the M5. The M5 EIS predicted local roads will be slammed by significantly more traffic which will impact the F6 footprint. King Georges, Stoney Creek, Forest and Harrow are expected to absorb

The Project in fact negatively impacts on future public transport options, as critical improvements to the Illawarra line for passenger and freight may be deferred for 15 – 20 years and a north/south route will probably never be tabled, so as not to compete with toll revenue.

Given that Kogarah is the medical hub of the South, access to this centre by public transport does not connect all catchment communities reasonably by public transport to the St George hospital.

Given that the F6 will perpetuate car dependence and chronic congestion I object. It's a waste of money when more efficient alternatives are available.

9 Alternatives not considered

I object to the F6 Extension. We are grinding to a halt as insufficient investment in public transport has occurred for decades due to successive governments focus on roads. A city without decent public transport is a city that regularly grinds to a halt, which is exactly what is occurring. Its basic transport planning knowledge that the better nearby public transport options, the better the travel time speed of the road. The EIS has ignored these public transport benefits:

- Helps foster a sense of community. For example, people travelling together are more likely to feel a community connection than those travelling in cars in isolation.
- Encourages people to have a more active healthy lifestyle, particularly if they are walking or cycling to their station or stop.
- Helps reduce injuries and fatalities caused by car accidents.
- Provides accessible transport for people regardless of demographics such as income or age.
- Is less stressful. Rather than driving in traffic or wasting time looking for an elusive car park, public transport passengers can relax and listen to music, play computer games or read a book.
- Travel is cheaper than owning and operating a car.
- Reduces the need for building vast car parks on valuable land that could have otherwise been used as highly prized office or retail space.
- Reduces reliance on rapidly decreasing oil supplies.
- Reduces pollution and road congestion - the more people who travel by train, tram or bus, the fewer cars on the road.
- Requires less land use than road infrastructure.

Yet the EIS ignores all these reasonings with such statements “Investment in transport infrastructure that improves road travel reliability is a NSW Government State Priority and essential to sustaining economic growth and prosperity by reducing travel times, boosting productivity and reducing business costs”.

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

10 Lack of Transparency

The very short time period has not been sufficient to address technical issues in this EIS. This is in itself a corruption of the democratic process to deny the public the opportunity to assess over 4,500-page EIS in the period leading to Christmas.

The fact that the timeframe granted to this project is longer than the statutory 30-day requirement is irrelevant given the size, scope, and socio-economic cost of this project.

This is inadequate time for submissions and findings of EIS to be considered, summarised and incorporated.

11 Property Damage is not compensated

The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk of damage to homes due to settlement (ground movement). There is no mitigation provided for this risk.

The EIS states that properties will be repaired at the Government's expense. However, RMS already have a track record for denying significant cracking in people's homes was caused by construction, putting the blame on "settlement" or "drought".

Given that many homes have stood the test of time for a century or more, these excuses are not acceptable. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to WestConnex works, with no assurance that their property damage will be promptly and satisfactorily fixed.

We know that WestConnex, RMS and SMC will not 'make good' damage done to homes. We see this occurring across the WestConnex route now. The NSW Planning fail to take the matter seriously because they are firmly in the grip of the proponent.

The number of families impacted by WestConnex property damage will continue to rise as construction progresses. The reason is due to a huge swathe of the inner west – from Ryde to Kogarah – is built on the residual clays from the weathering of Ashfield shales. This is a highly reactive soil type that reacts to lowered moisture content brought about by significant new drainage for roadway runoff and deep excavations. Older homes are particularly vulnerable. [22] [23]

I object to a transport plan where the proponent refuses to make good the damage they cause to adjacent buildings. There is a serious lack of integrity and decency with this Government and bureaucrats.

Given that many more homes will be exposed to the risk of construction damage that will not be ameliorated by the RMS, the NSW Planning can have no choice but to reject the F6 Extension.

12 Social Impacts

[22] http://dro.dur.ac.uk/18298/The impact of changes in the water table and soil moisture on structural stability of buildings and foundation systems : systematic review CEE10-005 (SR90).

[23] Burland et al
+Building+response+to+tunneling&ots=R1fZGrvGQP&sig=QX0lK1J2ZYFFNJTuVo_FttYMMl4#v=onepage&q=burland%20et%20al%20-%20Building%20response%20to%20tunneling&f=false

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

A major issue with the WestConnex construction was highlighted at the recent Parliamentary Inquiry into WestConnex. There has been a consistent failure to consider the impact of long-term construction on a community. The F6 Extension involves long term construction time-frame.

This has resulted in underestimation, poor predictions and limited evaluation of the construction impacts and their cumulative effect. In a questionable failure of insight, although the EIS reports did acknowledge that there would be construction impacts, it was considered these would be 'insignificant' and able to be addressed by mitigation. It cannot be emphasised too much the cost to the neighbourhood, to individuals, to families, of the ongoing construction in the St Peters and Arncliffe neighbourhood for five years and continuing. The same expectation is for residents of Kogarah, Rockdale and Brighton-Le-Sands. In failing to take account of the length and intensity of the construction period, the impacts of construction were discounted and inadequately considered by the EISs for all three stages of WestConnex as well as the F6 Extension, being treated as 'insignificant'

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

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

The experience residents have, when they have legitimate complaints about dust, noise or other, is one of slow response and often no response. The most common response is a cut and paste email that states that the EPL licence allows such unreasonable noise or other intrusion.

Given that the behaviour of the proponent has been appalling to residents in earlier sections of WestConnex, NSW Planning have no choice but to reject the F6 EIS.

13 Loss of greenspace

The St George district is chronically short of green and playing space.

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

The EIS states that conditions at the rehabilitated site of Bicentennial Park will be so noisy that people may no longer be attracted to use the park.

As this is the site of the tunnel portal – with children's sports fields to be replaced nearby– I object. Portals are a powerful source of dangerous pollutants. Active kids breathe heavily. The RMS are exposing the children of St George to the risk of impaired lung development.

14 Air Quality

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

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

Pollution is more deadly than smoking, kills nearly 15 times more people than all the world's wars and violence combined, and is three times as deadly as AIDS, malaria and tuberculosis

all put together, killing a total of nine million people a year, according to a report released by The Lancet Commission on Pollution and Health on October 19 2017. [24]

The report authors say the new pollution numbers are "intimately" linked to climate change mainly because of air pollution, which is a major source of greenhouse gases. Fuel combustion of all kinds "accounts for 85% of airborne particulate pollution and for almost all pollution by oxides of sulphur and nitrogen," according to the authors.

Productivity losses from what they refer to as "unhealthy and unsustainable development" are prompting illness and death that rob the world economy of 2% GDP annually.

The most threatening kind of air pollution is fine particles, and although cars represent only 7% of this kind of air pollution in the US, but because cities are so saturated with tailpipe emissions, cars have a disproportionate impact on people's health.

The public has been left in the dark on significant impacts such as air pollution.

Scientific research is showing that major health impacts are occurring with exposure to pollution levels that are considered "safe". In other words, there is no safe exposure level to air pollution. [25]

Air pollution is already a significant health problem in Australia, and on current trends will worsen in the future. The estimated financial cost of premature deaths due to air pollution ranges from roughly $11 billion to $24 billion per year.[26]

Diesel emissions are now accepted as a class 1 carcinogen (a substance known to cause cancer in humans). Specifically, it causes lung cancer. According to the American cancer Society "Health concerns about diesel exhaust relate not only to cancer, but also to other health problems such as lung (respiratory) and heart diseases. The community is concerned that the unfiltered exhaust stack, as the major point source of diesel particulate, is and, unless filtered, will continue adversely impacting locally and will add to an already deteriorating environment. This impact will not show up for several years, as similar to the impacts of asbestos. The impact is, of course, lung cancer and likely death a relatively short time after, which is not an experiment of which we should be exposing our children. The report is available at: http://www.health.nsw.gov.au/pubs/2012/m5_east_tunnel.html

It is of serious concern, given the nature and the source of funding for toll road and tunnel projects, that key organisations charged with responsibility for their delivery appear to have

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[24] https://www.businessinsider.com.au/pollution-kills-more-people-than-wars-obesity-smoking-malnutrition-2017-10?r=US&IR=T

[25] http://www.altmedia.net.au/nsw-air-quality-regulator-lacks-capacity-to-review-westconnex-pollution-risk/112681

[26] http://www.grandchallenges.unsw.edu.au/sites/default/files/uploads/UNSWA_224086_Climate%20change%20blueprint%20project_AirPollution_FINAL.pdf

been “fire-walled” against freedom of information and public disclosure mechanisms. This is a critical issue and goes to the credibility and integrity of the government, and its processes. The community questions the application of secrecy and privacy provisions to the availability of technical performance data that is clearly in the public interest. [27]

Most of the sampling which has been done worldwide is for PM10, specifically the weight of all particles with an 'aerodynamic' diameter of less than 10 microns (millionths of a meter) contained in one cubic metre of air. The Australian standard is 50 µg/m3 for PM10 and 8 µg/m3 for PM 2.5, averaged over a 24 hour period. Currently there is no standard for PM1. It is fair to suggest that what has been sampled and regulated in the past in not what was most appropriate, in the sense of what was most likely to be the cause of harm, but what it was possible to monitor with a degree of reliability. The fact that most of the medical evidence about the impacts of particulate matter reference PM10 measures results not from its appropriateness as a potentially causative agent but because of the widespread availability of records and the hope that the measure provides, at least, a surrogate for the causative agents.

The designation "PM10" refers only to the maximum size of the particles in a specific sample, not to average size, the size distribution, the source or the chemical composition of the particles in question. As particles become smaller and smaller, for an equal mass of particles, the surface area exposed becomes greater and greater. Almost all vehicle exhaust particles by both number and weight fall into accumulation and nuclei mode and are less than 1 micron in diameter. Most are the size of a virus or less. Health impacts are thought to be best correlated to the surface area of particles - the area available to carry toxins into the lungs. [28]

For this reason PM10 is not a suitable measure for the impact of vehicle emissions as in a strongly traffic influenced environment they make up only 3% by weight of the measurement but would provide in excess of 95% of the surface area.[29]

PM 2.5 measurements give more information about vehicle emissions but are still dominated by non-vehicle factors in all locations and in suburban background, the location of most monitoring stations, 99% of the measurement is of coarse mode, non-vehicle particles. [30]

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[27] https://www.parliament.nsw.gov.au/lcdocs/submissions/61865/0211%20Dr%20Noel%20Child%20redacted.pdf

[28] www.aph.gov.au/DocumentStore.ashx?id=c389f4a6-9f75-4950-85e5... RAPS submission to the Senate Inquiry into the impacts on health of air quality in Australia 2013 2. Introduction. RAPS (Residents Against Polluting Stacks Inc)

[29] iMorawska,L.,& Thomas,S. (2000) Modality of Ambient Particle Distributions as a Basis for Developing Air Quality Regulations. Proc. 15th Clean Air & Environment Conference Sydney.2000

[30] ibid

PM1 would be an appropriate and easily understandable measure, useful to assess health impacts of both vehicle emissions and products of combustion, especially if presented along with the more established PM10 measure. Some components of PM that come from combustion sources increase particle toxicity. [31] [32]

What is not realised is that over the last 20 years there has been a progressive change on the composition of particles as a result of the EURO design rules for diesel engines. Although absolute emissions levels, measured in gravimetric terms, have decreased by 80% or more, in all probability, particle numbers have increased.[33]

The actions taken to achieve the desired decrease in the weight of emissions have resulted, in many cases, in a significant increase in the number of particles, accompanied by a decrease in size. Now, almost all particles emitted from diesel engines will be less than 1 micron (PM1) with a median size between 0.15 and 0.18 µm [34], falling exactly into the size range now known to be the most harmful.

As a result, on an equal weight (PM10) or visibility basis, particulate matter now contains a significantly higher proportion of ultra-fine and 'nano' particles and has become significantly more harmful in urban areas.

The scientific findings and expert testimony contrast markedly to the RMS "reassurances of public safety" who continue to misrepresent improvements based on light absorption (visibility), particularly the reduction of smoky vehicles. Ignoring the inconvenient existence of 'nano' particles is at the peril of public health. The RMS continue to claim that "despite there being more cars on the road, a number of initiatives and technological developments have resulted in substantial reductions to Sydney's vehicle emissions over the past two decades. The number of cars is expected to further increase as the population of Sydney continues to grow, however total emissions from motor vehicles are set to continue to fall over the next decade due to new cleaner vehicles replacing older technology vehicles" [35]

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[31] https://www.environment.gov.au/system/files/resources/00dbec61-f911-494b-bbc1-adc1038aa8c5/files/content-chapters1-4.pdf

[32] https://www.smh.com.au/environment/exposure-to-fine-particulate-pollution-linked-to-increase-in-early-births-study-20180102-h0cges.html

[33] Particulate Emissions from Vehicles by Peter Eastwood (2008) John Wiley& Sons. Sec 11.2 'Smaller particles in larger numbers; or larger particles in smaller numbers'. Pp393-396.

[34] Kittelson,D B, Watts, Jr.W. F (1998) Review of Diesel Particulate Matter Sampling Methods. Supplemental Report # 2 EPA Grant Review Of Diesel Particulate Matter. http://www.me.umn.edu/centers/cdr/reports/EPAreport2.pdf

[35] https://www.rms.nsw.gov.au/about/environment/air/index.html

I object to a 'transport plan' that ignores strong recommendations by leading scientists on air quality. I further object to the misrepresentation by the RMS that unfiltered exhaust stacks are 'safe' for the children of Bayside and St George.

15 Urban Planning and Livability

The F6 and WestConnex in its current form undermines everything we know about good city planning. It swallows up vast tracts of otherwise valuable and productive city land. It destroys significant tree coverage and eats into parklands and much needed recreational sporting space. It threatens the health and amenity of people increasingly living at higher densities in response to Government policies. The congestion resulting from the 120,000 extra vehicles channeled into the central city area threatens business activity, Sydney's competitiveness and jobs and employment. And the sheer cost of the project means more efficient and urgently needed public transport projects will be delayed or scrapped.

Professor Peter Newman, in his speech "We need to build the cities of the 21st century, not the roads" [36]

"*Around the world, cities are now competing on walkability and good public transport, because the knowledge economy is now the difference between cities. If you have a thriving, productive, creative, innovative, knowledge economy, then you can compete"*

"So the knowledge economy needs spatial efficiency, and spatially efficient transport modes. Public transport, cycling and walking are very spatially efficient".

"I went to the NSW Government's White Bay planning conference and it was very exciting to hear talk about a metropolitan strategy that was all about making a city centres more walkable and public transport orientated. I thought this was exactly what Sydney needed. But we didn't hear a word about White Bay being used for a giant WestConnex interchange – which emerged a few weeks later"

Roads are space hungry. Around 35% of Sydney's real estate is devoted to cars and their parking, but it can never be enough. It's physically impossible to give over all the space for everyone to drive where and when they want in a private vehicle. Imagine the wealth in real estate that is locked into this wasted space. The acquisition of this land that could have been used for other higher value activities.

15.1 Livability Impacts – cars are welcome, people are not

In the article "The impact of Road Widening on the Local Economy" by Dom Nozzi (2013) describes the impact increasing road capacity has on the **LIVABILITY** of a city:

[36] https://www.thefifthestate.com.au/videos/watch-this-peter-newman-on-why-westconnex-should-be-dropped

"That the "habitat" intended to make cars happy is, conversely, one of the most powerful ways that quality of life in a community is damaged." A quote from Dom's book *Road to Ruin* that the best invention humans have come up with (short of aerial carpet bombing) to destroy community quality of life. Widening a road inevitably creates a "For Cars Only" ambience. It creates a "car habitat" that screams "CARS ARE WELCOME. PEOPLE ARE NOT."

The car habitat makes for a world that repels humans. Huge asphalt parking lots. High-speed

Highways. Sterile dead zones which form "gap tooth" tears in the fabric of a town center. Large amounts of air and noise pollution. Awful levels of visual "Anywhere USA" blight. Worsened safety — for pedestrians, bicyclists and transit users, that is.

And worst of all, because a person in a car consumes, on average, about 19 times as much space as a person sitting in a chair, places designed for cars lose the comfortable, compact, enclosed, charming, human-scaled, vibrancy-inducing spacing and place-making that so many people love to experience.

As David Mohney once said, the first task of the urbanist is controlling size.

One consequence of this worsening quality of life that comes from widening a road to improve conditions for cars: The quality of the public realm worsens to the point where American society is noted for growing levels of retreating from the public realm and a flight to the cocooning private realm.

Given this, road widening and the substantial increase in auto dependency that the widening induces sends the quality of life of a community into a downward spiral. And that, in my opinion, is toxic to the economic health of a community.

Note that road widening inherently creates increased auto dependency because big, high-speed, "happy car" roads create what economists call a "barrier effect." That is, big and high-speed roads make it more difficult to travel by bicycle, walking or transit. So wider roads recruit new motorists in a vicious, never-ending cycle of widening, more car dependence, more congestion, more calls for widening, etc.

15.2 Cumulative Impacts of building more Roads on Communities

Christopher Standen (2015) "Although the economic, social and environmental costs of each individual motorway (as reported in an EIS) may be considered by some stakeholders to be acceptable, the cumulative costs are considerable:

1. Following decades of road expansion and consequential sprawl, Sydney now spends about 13% of its GDP on transport, while the average European or Asian city spends only between 5% and 8%.

2. Serious human health impacts due to petrochemical vehicle emissions/smog, including:
    1. Lung cancer,
    2. Asthma
    3. Heart disease,
    4. Impaired lung and nervous system development in children living near motorways/exhaust stacks.
3. Waterways contaminated with road runoff (heavy metals and carcinogens in brake and clutch dust, exhaust particulates, etc.).
4. High traffic crash costs (deaths/traumatic injuries and material damage).
5. Urban sprawl and increasing commuting distances.
6. Social isolation for non-drivers living in car-dependent suburbs.
7. Increasing numbers of people losing sleep due to traffic noise pollution.
8. Impacts on visual amenity (pollution stacks, concrete interchanges, concrete flyovers).
9. Extreme summer temperatures (urban heat island effect).
10. Community destruction and severance
11. Destruction of heritage areas/buildings.
12. Irreversible biodiversity loss.
13. Less incidental physical activity from walking and bicycling (including to/from public transport), resulting in higher rates of obesity, diabetes, cancer and heart disease.
14. Increased chauffeuring burdens for parents and carers
15. Less independence for children.
16. High per-capita greenhouse gas emissions

15.3 Greater Sydney Commission's Goal's

- To build on the District's assets in a way that makes it easier for people to get to more of the jobs, services, schools and places that help to create a great quality of life
- Create a 30 minute city, where jobs and services are within a 30 minute trip.
- To shift away from a monocentric city with a single central CBD to a polycentric city with three core CD's.

- To focus on the people who live in an area, the places they then spend time in, their health and quality of life as well as overall community wellbeing.

Based on the Sydney's transport infrastructure projects the goal for commuters to move efficiently within and around Sydney and for a 30-minute trip can never be achieved given the poor selection of motorway transport projects proposed or underway.

Continued urban development cannot continue unless serious attention is placed on improving public transport. In the Southern District transport projects, not only are there no new public transport, all of the proposals are unsuitable to mass move people and freight from centre to centre. With such poor transport proposals, car dependence is entrenched and congestion will continue to worsen as the population grows.

As it stands, the future of Sydney that is being shaped by WestConnex, Transurban and Urban Growth is not liveable or sustainable. We believe it is not too late to reshape these plans, and reprioritise the response to Sydney's transport needs.

I believe it is critical for the future of the global city that this F6 project is stopped before further damage is done.

16 Biodiversity

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

Residents walk through the wetland areas on a number of occasions and appreciate the beauty of the area. To divert the wetland area is not acceptable to animal habitats.
The swamp mahogany tree in Bicentennial Park is listed as endangered, as is the swamp oak floodplain in Kings Road Wetland. It is expected that 237 native trees will be removed, 41 having been identified as high retention value. And 21 non-native trees would be removed for construction.

All trees on President Avenue will be removed. It will take many years for the vegetation to regrow. Threatened species such as the Grey Headed Flying Fox, the Green and Golden Bell Frog, and the Southern Myotis Flying Bat are mentioned in the EIS. Habitat changes will impact on their environment.

The EIS addresses threatened and endangered animals, but does not include all native animals. Some animals will be mobile enough to be able to move away; some animals however will be killed from construction vehicles.

Draining wetlands not only damages the environment, but increased the likelihood of pollution and flooding downstream. Marshes, meadows, swamps, grasslands, and bogs slow down and filter the water that flows through them. We need to learn to respect the natural benefits of wetlands. It is learning that forcing water into concrete-lined channels was foolish and counterproductive.

17 Objection to the F6 Extension

It beggars belief that in 2018 we are continuing with the disaster that is WestConnex.

Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

Building and expanding motorways reduces urban livability, as motorways pump more traffic onto our local roads. It is an uninviting environment that screams cars are welcome, people are not.

Building and expanding motorways, instead of more efficient and less space hungry active and public transport, will result in chronic congestion and car dependence.

The RMS have proved they are not fit and proper as a public office. Failure to adhere to conditions of approval which includes failing to repair damaged homes. The cruelty in which families are turfed out of their homes.

Handing such a huge amount of power over the way we live, move and work to a private company that is solely motivated by the huge profits that can be made from toll-paying drivers is no way to ensure the maximum public benefit is achieved from our transport network. It is a sure-fire way to lock in car dependency, particularly among those people and communities who have the least ability to move to areas that are better served by public transport, jobs, lifestyle opportunities, and more.

Given that there is no social license to build the F6 Extension of the WestConnex, I urge NSW Planning to reject the F6 EIS.

QWA

[redacted]

[redacted]

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

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

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

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

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

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

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

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

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

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

Some negative impacts include:

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Christine Gerrans

[redacted] Newtown 2042

[redacted]

[redacted]

[redacted]

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

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

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

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

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

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

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

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

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

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Chris Gerrans

[redacted] Newtown NSW 2042, Australia

[redacted]

[redacted]

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

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

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

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

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

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

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

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

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

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

Some negative impacts include:

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

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

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

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

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

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

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

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

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

Yours sincerely,

Jo Lyons

[redacted] Kogarah NSW 2217, Australia

[redacted]

[redacted]

[redacted]

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

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

As a resident of Brighton-Le-Sands I strongly object to the F6 Extension which will deliver no benefit to the community - only years of negative impacts and no ongoing positives. I object to the 35-day time frame granted to communities to analyse the substantial EIS. Even a quick glance at this hefty document shows that the construction period will affect the health of nearby residents and pupils of Brighton-Le-Sands Public School and there will be extra pollution from the exhaust stacks.

The impacts will not stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result.

To save only four minutes of travel time in Kogarah is just so minimal when compared to the cost of this project. Not only the financial costs, but the loss of dozens of mature trees, the destruction of the pathways and wetlands. Bayside Council already has one of the lowest tree canopies in the area.

Traffic will all feed into President Avenue which will become so busy - it is busy enough as it is. O'Connell St, where my elderly parents live, will become noisier and more polluted with the increase of vehicles, and with everything being busier, there is a risk of pedestrian accidents (already the EIS specifies increased car crashes). Banks St will become a rat run with cars coming down the Grand Parade too. All for a road that just feeds into another toll road - no benefit to us.

In conclusion I strongly object to this project. Please scrap it

[redacted]

[redacted]

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

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

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

Objection to the F6 Extension Stage 1

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

NEGATIVE ENVIRONMENTAL IMPACTS:

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

TRAFFIC IMPACTS:

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

Department of Planning
Received
30 NOV 2018
Scanning Room

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

HEALTH CONCERNS DURING CONSTRUCTION AND BEYOND:

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

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

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

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

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

I further object:

Yours sincerely,

[redacted]

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

I object to the Westconnex F6 Extension:

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

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

I object that the F6 details are released in stages, so that the community is kept in the dark of the overall impact of this toll-road. This is particularly important for residents that would be exposed to two stages of high impact construction amounting to 8 years or more of high impact construction.

Leaked documents reveal that the entire route has already been mapped out, which may include the destruction of 60 hectares of the heritage listed Royal National Park or 460 more families exposed to the cruel methods of forced acquisitions.

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

I object that the Cabinet directed Transport NSW to ignore rail improvements. Improving the Illawarra Line would move ten times the number of people, at only one third of the F6 cost.

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

The experience residents have, when they have legitimate complaints about dust, noise or other, is one of slow response and often no response. If the communication team is pushed, the team member is often irritated by the complaint (as they cannot do anything about it). The

most common response is a cut and paste email that states that the EPL licence allows such unreasonable noise or other intrusion. On this basis I object to the F6 extension.

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

The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk of damage to homes due to settlement (ground movement). There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However, RMS already have a track record for denying significant cracking in people's homes was caused by construction, putting the blame on "settlement" or "drought". Given that many homes have stood the test of time for half a century or more, these excuses are not acceptable. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to WestConnex works, with no assurance that their property damage will be promptly and satisfactorily fixed.

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

I further object:

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

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

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

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

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

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

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

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

My objection to the F6 Extension for the following reasons:

I object to the F6 extension. Multiple 4-year WestConnex stages on the communities of Arncliffe through to Kogarah falls into the realm of unacceptable and unreasonable oppression of local communities. The lived experience at Arncliffe, Haberfield, and St Peters has demonstrated that the current approval processes, based around impacts of short term projects should not apply.

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

The experience residents have, when they have legitimate complaints about dust, noise or other, is one of slow response and often no response. If the communication team is pushed, the team member is often irritated by the complaint (as they cannot do anything about it). The most common response is a cut and paste email that states that the EPL licence allows such unreasonable noise or other intrusion. On this basis I object to the F6 extension.

The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk of damage to homes due to settlement (ground movement). There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However, RMS already have a track record for denying significant cracking in people's homes was caused by construction, putting the blame on "settlement" or "drought". Given that many homes have stood the test of time for half a century or more, surviving decades of previous droughts, these excuses are not acceptable. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It is already leading to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to WestConnex works, with no assurance that their property damage will be promptly and satisfactorily fixed.

It is unacceptable that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties. I am also concerned that the Department of Planning is not fulfilling their governance role of enforcing compliance on the RMS to "make good" damages to homes. On this basis, the F6 cannot proceed.

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

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

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

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

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

I further object:

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

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

Name.....

Address.....

.....

Email.....

Signature.....

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

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

Public transport is rejected by the EIS so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

The inability for successive governments to deliver new public transport projects has made Sydney (particularly western and southern Sydney) chronically car dependent. Building more roads has not had any lasting impact on road congestion. No evidence has been provided in this EIS to suggest the F6 extension – a tollway to St Peters - will be any different. This project will not reduce car dependency, nor meet the needs of our growing suburbs, nor get more people onto public transport.

The movement of freight from Port Botany has long been a problem. Given that a key objective was to "remove trucks from local roads" I find it absurd that Port Botany was privatised in 2013 with a "no compete" clause. This means Newcastle Port is unable to expand its capacity and reduce freight coming into Sydney. I object to the F6 toll-road. The public expects a better standard of transport planning than this.

I object that the F6 details are released in stages, so that the community is kept in the dark of the overall impact of this toll-road. This is particularly important for residents that would be exposed to two stages of high impact construction amounting to 8 years or more of high impact construction.

Leaked documents reveal that the entire route has already been mapped out, which may include the destruction of 60 hectares of the heritage listed Royal National Park or 460 more families exposed to the cruel methods of forced acquisitions.

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

The experience residents have, when they have legitimate complaints about dust, noise or other, is one of slow response and often no response. If the communication team is pushed, the team member is often irritated by the complaint (as they cannot do anything about it). The most common response is a cut and paste email that states that the EPL licence allows such unreasonable noise or other intrusion. On this basis I object to the F6 extension.

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

The air quality assessment has not predicted concentrations of air pollutants on elevated receptors. Experience elsewhere shows that higher concentrations of air pollutants will be experienced by receptors that are elevated above the ground when emissions occur from an elevated emission source. For example, the upper floors of a multi-storey building may receive higher concentrations of air pollutants from a stack or vent than are experienced at ground level. No justification is provided for this omission, which is particularly significant given the number of multi-storey buildings that already exist in the area, and the high number of medium-to-high rise developments planned. Consequently, the air quality assessment may have under-predicted concentrations of air pollutants on the upper floors of multi-storey apartments. The air quality assessment makes no mention of any plans to re-assess concentrations of air pollutants on the facades of any existing or possible future multi-storey buildings in the vicinity of the ventilation stacks.

I object that RMS and sub contractors are consistently ignoring Conditions of Approval for early stages resulting in many years of unlivable conditions for residents, yet the Department of Planning seem unable to enforce compliance.

I further object:

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

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

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

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

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

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

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

[redacted]

[redacted]

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

Please do not include my home address information when publishing this submission to your website.

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

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

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

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

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

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

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

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

Some negative impacts include:

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

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

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

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

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

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

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

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

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

Yours sincerely,

Anna Angelakis

_____

[redacted]

[redacted]

[redacted]

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

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

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

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

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

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

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

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

Public transport is rejected by the EIS so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit.

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

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

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

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

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

•safety and the likelihood of injury

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

•climate change

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

•social connectedness (to people and places)

•mental wellbeing (stress)

•access to goods and service

•opportunities for employment

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

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

•opportunities for people to work and play closer to home

•transform building stock to net zero emissions

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

•deliver more public transport services with improved access

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

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

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

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

Yours sincerely,

Anna Angelakis

[redacted]Banksia NSW 2216, Australia

[redacted]

[redacted]

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

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

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

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

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

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Yours sincerely,

[redacted]

[redacted]

[redacted]

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

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I object to the F6 Extension.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

[redacted]

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[redacted]

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

My submission objecting to the Westconnex F6 Extension:

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

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

One toll road leads to another 3 being proposed! The EIS's for the M4 East and the New M5 argued the case that serious congestion created near interchanges would be solved once the M4/M5 was built. Now it seems this is not the case and more roads will be needed to relieve the congestion —being Western Harbour Tunnel, the Airport Link and the F6. WHERE DOES THIS END? According to the F6 EIS the St Peters Interchange will be a carpark by 2036 with significant queuing back into the mainline tunnel. Research about roads clearly demonstrates that roads create congestion. The WestConnex project is no different and the EIS clearly indicates that this. I object to the WestConnex F6 extension as it will not solve the south's commuting issues.

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

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

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

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

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

I further object:

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

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

Name.....

Address.....

.....

Email.....

Signature...

[redacted]

[redacted]

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

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

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

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

Some negative impacts include:

- Environmental (such as urban sprawl, smog and air pollution)
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Yours sincerely,

Tonia Marsh

[redacted]Dulwich Hill NSW 2203, Australia

[redacted]

[redacted]

[redacted]

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Yours sincerely,

Mary Elek

[redacted] Bexley NSW 2207, Australia

[redacted]

[redacted]

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Yours sincerely,

Carly Travers

[redacted], Rockdale NSW 2216, Australia

[redacted]

[redacted]

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

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

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

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

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

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

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

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

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

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Carly Travers

[redacted], Rockdale NSW 2216, Australia

[redacted]

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

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

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

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

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

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

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

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

Public transport is rejected by the EIS so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit.

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

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

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

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

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

•safety and the likelihood of injury

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

•climate change

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

•social connectedness (to people and places)

•mental wellbeing (stress)

•access to goods and service

•opportunities for employment

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

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

•opportunities for people to work and play closer to home

•transform building stock to net zero emissions

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

•deliver more public transport services with improved access

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

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

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

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

Yours sincerely,

Carly Travers

[redacted] Rockdale NSW 2216, Australia

[redacted]

[redacted]

[redacted]

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

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

I object to the F6 Extension, period. WestConnex and the F6 extension is purely infrastructure to raise toll revenue, predominantly into the private hands of a Transurban led consortium. Sydney in general desperately needs public transport improvements, and opportunities exist Southern Sydney.

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

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

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

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

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

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

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

Some negative impacts include:

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

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

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

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

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

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

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

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

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

Yours sincerely,

Ian Page

[redacted]Gymea NSW 2227, Australia

[redacted]

[redacted]

[redacted]

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

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

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

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

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

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

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

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

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

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

Some negative impacts include:

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

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

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

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

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

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

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

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

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

Yours sincerely,

[redacted]

[redacted]Rockdale NSW 2216, Australia

[redacted]

[redacted]

[redacted]

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

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

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

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

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

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

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

Some negative impacts include:

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

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

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

THE PROJECT IF COMPLETED WILL MAKE IT DIFFICULT AND DANGEROUS FOR ME TO DRIVE MY GRAND=CHILDREN TO SCHOOL AT BRIGHTON AND FOR ME TO ATTEND MY NECESSARY HEALTH CLASSES AT BRIGHTON. MORE CONSIDERATION NEEDS TO BE GIVEN TO THE NEEDS OF THE RESIDENTS OF THE MOOREFIELD ESTATE.

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

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

Yours sincerely,

Deidre Greenhill

[redacted]Kogarah NSW 2217, Australia

[redacted]

[redacted]

[redacted]

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

Yours sincerely,

Tony Trajcevski

[redacted]Sans Souci NSW 2219, Australia

[redacted]

[redacted]

[redacted]

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

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

Yours sincerely,

Terry Manos

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

[redacted]

[redacted]

[redacted]

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

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

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

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Some negative impacts include:

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

I have been unable to determine where the entrance to the proposed F6 at Arncliffe is in relation to my property at Eden Street. However I understand that the nearby stack for the M5 Extension is unfiltered which concerns me greatly.

I purchased my Eden Street property in late 1999. Shortly after the nearby M5 East opened in 2000 it became full to capacity.

Living where I do, which has been designated by the Department of Planning and Environment for major future high rise development, I am very concerned at the future impact that the inevitable car owners will have on my area.

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

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

Yours sincerely,

Ms C. Martin

[redacted] Arncliffe 2205

[redacted]

[redacted]

[redacted]

[redacted]

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Yours sincerely,

Mark Martelletti

[redacted]Rockdale NSW 2216, Australia

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[redacted]

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Anthony Franzis

[redacted] Kogarah NSW 2217, Australia

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Amanda Galea

[redacted] Ramsgate NSW 2217, Australia

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I object to the F6 Extension.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Yours sincerely,

[redacted]

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

My reasons for objection to the F6 Extension:

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

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

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment. Some negative impacts include: • Environmental (such as urban sprawl, smog and air pollution) • Economic (from providing urban infrastructure across a more dispersed geographical area) and • Social (including isolation, economic stratification of areas and reduced access to public services).	NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.
For the 40 years from 1970 over 120 kms of motorway had been constructed, much of it financed by the private sector and funded through tolls, while only 14 km of rail line has been provided. Although the construction of a motorway network was appropriate to support freight and commercial traffic, the failure to provide a complementary public transport network means that traffic on these motorways will reach capacity much more quickly and they will then play a much less effective role in supporting the regional economy	Road performance is heavily dependent on the quality and speed of nearby public transport. We are grinding to a halt as insufficient investment in public transport has occurred for decades due to successive governments focus on roads. A city without decent public transport is a city that regularly grinds to a halt, which is exactly what is occurring.
Improvements to the Illawarra passenger and freight rail line would also avoid multiple sets of traffic lights and provide employment, reaching ones' destination much faster and no problems	The decision not to benchmark the cost of the toll road against the cost of rail solutions represents a serious and significant shortcoming of the F6 Extension EIS and

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

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

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

[redacted]

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

I object to the Westconnex F6 Extension:

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

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

I object that the F6 details are released in stages, so that the community is kept in the dark of the overall impact of this toll-road. This is particularly important for residents that would be exposed to two stages of high impact construction amounting to 8 years or more of high impact construction.

Leaked documents reveal that the entire route has already been mapped out, which may include the destruction of 60 hectares of the heritage listed Royal National Park or 460 more families exposed to the cruel methods of forced acquisitions.

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

I object that the Cabinet directed Transport NSW to ignore rail improvements. Improving the Illawarra Line would move ten times the number of people, at only one third of the F6 cost.

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

The experience residents have, when they have legitimate complaints about dust, noise or other, is one of slow response and often no response. If the communication team is pushed, the team member is often irritated by the complaint (as they cannot do anything about it). The

most common response is a cut and paste email that states that the EPL licence allows such unreasonable noise or other intrusion. On this basis I object to the F6 extension.

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

The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk of damage to homes due to settlement (ground movement). There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However, RMS already have a track record for denying significant cracking in people's homes was caused by construction, putting the blame on "settlement" or "drought". Given that many homes have stood the test of time for half a century or more, these excuses are not acceptable. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to WestConnex works, with no assurance that their property damage will be promptly and satisfactorily fixed.

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

I further object:

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

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

[redacted]

[redacted]

[redacted]

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

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

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

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

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Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car

travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

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

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

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

Some negative impacts include:

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

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

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

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

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

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

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

Yours sincerely,

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

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

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Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car

travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

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

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Yours sincerely,

[redacted]

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

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

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

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

Yours sincerely,

[redacted]

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[redacted]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

[redacted]

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

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

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

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

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

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

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

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

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

Yours sincerely,

Sonia von Bornemann

[redacted] Leichhardt NSW 2040, Australia

[redacted]

[redacted]

[redacted]

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

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

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

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

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

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

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

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

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

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Sonia von Bornemann

[redacted] Leichhardt NSW 2040, Australia

[redacted]

[redacted]

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

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

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

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

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

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

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

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

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

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

Some negative impacts include:

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

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

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

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

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

Instead of converting an existing heavy rail line to so-called "metro" (the Bankstown Line) redirect the metro from Sydenham through St.George areas that currently rely on buses and cars for transport to an interchange with the Cronulla Rail line at Miranda.

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

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

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

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

Yours sincerely,

[redacted]

[redacted]Gymea NSW 2227, Australia

[redacted]

[redacted]

[redacted]

[redacted]

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

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I object to the F6 Extension.

Money would be better spent on providing additional public transport in the form of rail and light rail. Rather than creating more traffic congestion, adopt Ecotransit's proposal of diverting the Metro from Sydenham to Miranda.

It makes no sense converting an existing rail line to metro when it is possible to provide rail services to areas through the St George area such as Ramsgate and Sans Souci and at the same time linking that area to the Sutherland Shire and giving all the additional stations fast rail to the City.

Currently those areas only receive bus transport and have to change modes to access the city and other areas of Sydney.

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

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

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

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

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

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

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

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

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

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

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

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

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

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[redacted]

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

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Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car

travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

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

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

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

Some negative impacts include:

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other options must not preclude the consideration of public transport. On this basis I object to the F6, as it is not for public benefit.

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

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

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

Yours sincerely,

[redacted]

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

[redacted]

[redacted]

[redacted]

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

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

I object to the F6 Extension.

This project has not been thought out very clearly. It covers such a short distance but the effect on our community is so detrimental. As a resident of Moorefield Estate I feel a sense of entrapment and the creation of a rat run in the back streets. How are we to enter & exit this pocket of homes safely with the volume of traffic planned to be redirected into this area. It is commonsense that a single lane of cars will move less than a single rail line.

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

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school,

Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

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

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

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

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

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

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

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

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

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

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

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Yours sincerely,

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[redacted]

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

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

I object to the 35day deadline to read a lengthy EIS. It is unreasonable to expect the community to give an informed response in such a short period of time and especially during the lead up to the holiday period.

If the government genuinely wanted community consultation a minimum of 90 days would be given.

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

Community will become. We need to get cars off the road.

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

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

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

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

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

Public transport is rejected by the EIS so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit.

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

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

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

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

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

•safety and the likelihood of injury

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

•climate change

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

•social connectedness (to people and places)

•mental wellbeing (stress)

•access to goods and service

•opportunities for employment

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

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

•opportunities for people to work and play closer to home

•transform building stock to net zero emissions

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

•deliver more public transport services with improved access

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

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

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

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Yours sincerely,

[redacted]

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

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

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

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

Yours sincerely,

Ben Hajdukovic

[redacted] Monterey NSW 2217, Australia

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[redacted]

[redacted]

[redacted]

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

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

I object to the F6 Extension.

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

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

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

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

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

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

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

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Yours sincerely,

Kathleen Churcher

[redacted] Cronulla NSW, Australia

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[redacted]

[redacted]

[redacted]

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

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I object to the F6 Extension.

All evidence on urban motorways shows that they fail to reduce congestion. Induced demand causes them to quickly fill up and there is no improvement in travel times. The cost of construction is not worth this brief and minimal benefit.

Also, as the F6 is a tunnel, the cost is 10 times that of a surface road. If the cost of construction and operation is to be recovered through tolls, the toll ends up being too high for motorists to pay and the project will go bankrupt.

It would be much better to improve public transport to this region of Sydney.

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

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Yours sincerely,

Andrew Chuter

[redacted]

[redacted]

[redacted]

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

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Yours sincerely,

Matthew Walker

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[redacted]

[redacted]

[redacted]

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

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I object to the F6 Extension.

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

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Yours sincerely,

[redacted]

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[redacted]

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

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

Why are there no alternatives provided to the F6? Such sa hort distance will be covered but the negative effects of this toll trap will be enormous. This road is just a bolt on to the WestConnex, it is not a solution. A road just to line the pockets of Transurban it is not in the best interests of the community.

This project has not been thought out properly, and has a deadline that expires in the lead up to Christmas.

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

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

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

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

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

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

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

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

[redacted]

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

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Yours sincerely,

Sourabh Sureka

[redacted] Rockdale NSW 2216, Australia

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

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

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

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

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

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

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

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

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

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

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

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

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

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

•opportunities for people to work and play closer to home

•transform building stock to net zero emissions

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

•deliver more public transport services with improved access

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

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

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

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

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

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

Yours sincerely,

Sourabh Sureka

[redacted] Rockdale NSW 2216, Australia

[redacted]

[redacted]

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

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

I object to the F6 Extension.

Th project has been a transparency fail from the start, with no thought into the construction of this toll road that leads to nowhere.

A 35-day timeframe, is an insult to the residents. The EIS is very lengthy document and it is unreasonable to expect the average person to read and respond.

From the start there has been no true consideration of ra ail alternative. It is commonsense that a single lane of traffic moves a lot less people than a single rail line.

Unfiltered exhaust stacks are proposed near schools, where is the duty of care to the children? The health bills in the future will be astronomical for ailments due to the F6.

How are you going to convince the parents of the schools that the exhaust stacks will not cause any damage to their children's health?

The exits to the tunnels will also have poor air quality to nearby homes & businesses. How can unfiltered stacks be safe for residents living in close vicinity to the stacks.

The residents of Moorefield Estate will feel trapped with no safe exits, in and out of the area. Proposed road changes make little sense and will only set up a rat run in the back streets.

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

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks

near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

[redacted]Kogarah NSW 2217, Australia

[redacted]

[redacted]

[redacted]

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

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

I object to the F6 extension. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields.

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

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

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

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

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

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

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

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

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

Yours sincerely,

Christa Ludlow

[redacted]North Sydney NSW 2060, Australia

[redacted]

[redacted]

[redacted]

[redacted]

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

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

I object to the F6 Extension.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Matthew Sheehan

[redacted] Sans Souci NSW 2219

[redacted]

[redacted]

[redacted]

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

I object to the F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. We need to upgrade the railway.

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

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

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

Yours sincerely,

Russ Hermann

[redacted]Leichhardt NSW 2040, Australia

[redacted]

[redacted]

[redacted]

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

I object to the F6 Extension due to a few important issues.

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

Unfiltered exhaust stacks cause health problems which is unacceptable by me, my family and my neighbours and community around me.

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Yincai Zhou

[redacted]Kogarah NSW 2217, Australia

[redacted]

[redacted]

[redacted]

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

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

I strongly object to the F6 Extension.

This development is not in keeping with the needs of local residents. Our future generation of children are about to be put at a supreme risk with the not only the lack of green space in the area but deadly fumes descending on local schools.

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

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

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

Yours sincerely,

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

_____

[redacted]

[redacted]

[redacted]

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

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

I object to the F6 Extension.

The inability of successive governments to deliver new public transport projects has made Sydney (particularly Western & Southern Sydney) chronically car dependent. Building more roads has not had any lasting impact on road congestion. No evidence has been provided in the EIS to suggest the F6 extension- a tollway to St Peters- will be any different. This project will not reduce car dependency, nor meet the needs of our growing suburbs, nor get more people onto public transport.

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

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

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

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

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

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

Yours sincerely,

[redacted] Sans Souci NSW 2219, Australia

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[redacted]

[redacted]

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

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

I object to the F6 Extension.

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

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

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Yours sincerely,

Jeanne Mclean

[redacted], Rockdale NSW 2216, Australia

[redacted]

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

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

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

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

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

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

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

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

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

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

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

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation, particularly in light of the unlivable conditions already imposed on residents of Haberfield, Ashfield, St Peters and Arncliffe.

The complaints process is inadequate. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment. Some negative impacts include: • Environmental (such as urban sprawl, smog and air pollution) • Economic (from providing urban infrastructure across a more dispersed geographical area) and • Social (including isolation, economic stratification of areas and reduced access to public services).

Not everyone can use a public transport service for all of their trips. But getting an increased percentage of trips onto public transport has benefits for the whole community. Reducing our car dependency is a cornerstone of most modern planning objectives. Improved health, reduced stress and less wasted time are benefits that most people can get from reduced car dependency.

In the heyday of freeway building in the 1950s, the well-known architect and urbanist Lewis Mumford warned that trying to cure traffic congestion with more road capacity was like trying to cure obesity by loosening your belt. The result of too much belt-loosening can be seen throughout the USA, where 'suburban gridlock' is endemic. With each new road we have imported more of this problem; we should avoid making it any worse.

NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Jeanne Mclean

[redacted] Rockdale NSW 2216, Australia

[redacted]

[redacted]

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I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find it disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

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[redacted] Kogarah NSW 2217, Australia

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Yours sincerely,

Daniel Gardiner

[redacted]

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[redacted] Arncliffe NSW 2205, Australia

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Yours sincerely,

[redacted] Brighton-Le-Sands NSW 2216, Australia

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[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please include my personal information when publishing this submission to your website.

I object to the F6 Extension. I believe the community has not been afforded a fair consultation period of the EIS. Further time (60days) should be allocated for consideration of the major issues this project presents.

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields.

The F6 poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin.

Intrusive construction contributes to stress and anxiety not only for the current road users, but for residents.

Alternative planning has not been considered, and the community knows that public transport infrastructure is a better, safer and more cost effective long term proposal. Tellingly, the traffic modelling is limited in scope and not independently verified.

The F6 proposal is based on the spurious assertion that demand for road capacity will increase over time, and therefore the residents, the environment, and the taxpayer must pay the costs. That's not what the community wants.

The communities south of this proposal, including St George, Sutherland, the Illawarra regions are vocal in their demands for better public transport in order to get cars off the roads. Surrounding vehicle congestion is unavoidable and will increase if private road transport is promoted by the government. This proposal is completely out of step with modern urban planning.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

WestConnex are not respected by the community. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval.
Given the lack of protection afforded to residents, I object to the F6 extension.

I object to the lack of transparency and that the stages of this project are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,
Megan Benson
[redacted] Bundeena 2230

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[redacted]

[redacted]

[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the F6 Extension.

I object to the F6 Extension Stage 1, on the basis that it will not meet its contrived core objectives,such as taking traffic off local roads, and ask the Minister for Planning to reject the F6 Extension. It covers such a short stretch of road and yet the negative impact on the communities it will pass through will be enormous.

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic

modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

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[redacted]Kogarah NSW 2217, Australia

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Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

Please include my personal information when publishing this submission to your website.

I object to the F6 Extension.

The F6 stage 1 has been poorly thought through with no consideration for local residents such as myself who reside in the MOOREFIELD Estate, Kogarah.

The F6 should be designed to exit the existing freeway system east of the Boeing tunnel, going along Foreshore Rd Botany and then via tunnel under Botany Bay. A low exhaust stack would prevent the stack from creating an aviation hazard while keeping the stack away from where people live and work. This freeway could then continue through the Sutherland Shire to link up with the current F6 at Waterfall.

I object to the local community only being given 35 days to study the EIS and submit objections. I believe this is normally 90 days. Why the cut in our consultation period? To push through another freeway we don't need?

I object to the additional traffic congestion this is going to cause on President Ave, Kogarah and surrounding roads. At least 95% of all motor vehicles currently travelling President Ave during the morning and afternoon peaks only have one occupant - the driver.

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks

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I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

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If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

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I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Ken Johnson

[redacted] Kogarah NSW 2217, Australia

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[redacted]

[redacted]

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Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

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Yours sincerely,

Alexia Papanou

[redacted]

Brighton-le-Sands

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Yours sincerely,

Kristy Hiras

[redacted]Brighton-Le-Sands NSW 2216, Australia

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I object to the F6 Extension.

It is not in our interests to remove parkland that our children use for a freeway.

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

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Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Tamara Ryan

[redacted] Engadine NSW 2233, Australia

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[redacted]

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[redacted]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

Please include / exclude my personal information when publishing this submission to your website.

I object to the F6 Extension.

The relocation of community assets from Bicentennial Park to make way for the F6 will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object to a transport infrastructure that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find is disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development¬ that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary school, St Peters primary school, McCallum's Hill primary school, Haberfield primary school, Arncliffe primary school, St. Francis Xavier Catholic primary school (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

I object to the F6 as it poses a real risk for public health. All vehicles, particularly diesel, emit dangerous substances which contribute to a worsening of overall air quality in the Sydney Basin. As the dangers of air pollution become more and more evident, it is a failure in our Government's 'duty of care' to be proposing infrastructure that encourages more vehicle use.

I object that scenarios do not allow for any other solution that might have been found to lesson traffic through providing better public transport, traffic management and through changing work patterns. I object to the traffic modelling being so limited in scope and not being independently verified when such a vast amount of tax-payer's money and significant environmental and social impact is at stake. Given the flaws in traffic modelling for previous large-scale motorway projects in Sydney and other Australian cities, it is vital that the traffic modelling be independently verified and submitted for public consultation prior to project determination

The F6 proposal is based on the idea that demand for road capacity will increase over time, without taking into consideration the changes in transport choices that different generations will make for a range of reasons, including environmental considerations, economics and the ease of public transport compared to congested roads.

Not investing in better public transport not only impacts on the communities of the St George and Illawarra region, but also leaves commuters with no option but to rely on their cars, in turn guaranteeing that congestion will increase over time. This is completely out of step with modern urban planning and thus I object to the F6.

The project has a high financial risk. The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).

A key impact on human health is that such intrusive construction contributes to stress and anxiety for residents is the sense of loss of control of your own environment. The WestConnex project has been imposed on communities and consistently intrudes into everyday (and night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people at Arncliffe, St Peters, Haberfield, Kingsgrove and proposed for St George, without remit or mitigation is oppressive and discriminatory. WestConnex project teams across the route have handled stress and anxiety issues poorly. On this basis I object to the F6 extension.

If a government has "state significant infrastructure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact, the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforced. In addition to construction fatigue, there is also complaint fatigue.

WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

I object to the lack of transparency and that these stages are progressively announced. This is particularly relevant to communities like Arncliffe, St Peters and Kogarah who are / will be impacted by cumulative projects without all information available and making it difficult to evaluate the long-term impact.

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Dogan Irmak

[redacted] Rockdale NSW 2216, Australia

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Balmain 2041

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