

25 January 2019

Director - Infrastructure Projects  
Department of Planning and Environment  
Application number SSI\_8931  
GPO Box 39  
SYDNEY NSW 2001

To Whom it May Concern

**Georges River Council Submission**

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

I refer to Council's correspondence wherein an extension to the public exhibition period by 90 days was sought in order to make a submission on the above proposal.

The concerns raised, with implications on the Georges River Local Government Area and the residents are outlined below:

**1. Traffic and Transport**

The proposal to increase the capacity at the President Avenue and Princes Highway intersection has the potential to increase network pressure, increase delay times at the intersection during peak hours, and increase travel time for buses.

Council is concerned about the additional traffic from the F6 Extension on the surrounding road network - particularly along the Princes Highway, South Street, Kensington Street, and Gladstone Street. Furthermore, the existing AM peak traffic congestion on Princes Highway (to the north of the President Avenue intersection) will be exacerbated by the additional traffic from the F6.

Without any review and/or upgrade to the signalisation of Princes Highway, Council is concerned that the pedestrian-oriented local streets of the Kogarah Town Centre will be utilised by motorists as a detour to bypass the build-up of traffic on Princes Highway, thereby significantly impacting on the safety and amenity of Kogarah Town Centre where sensitive land uses like hospitals and child care are located.

The Princes Highway experiences high levels of daily traffic including freight, commuter and leisure travel. By building motorway tunnels and widening the intersection to accommodate more capacity, it will encourage the use of Princes Highway which will see resultant traffic volume increase the flow from Princes Highway and President Avenue intersection through to the Georges River LGA. The additional traffic loads are expected to add to the pressures of the existing health facilities in the immediate vicinity, including St George Hospital and St George TAFE.

The EIS acknowledges that delay time at the intersection will increase during AM and PM peak hours.

The EIS does not justify that the significant expenditure proposed on the intersection updates, benefits the public transport and active transport network as well as the broader community including public transport users, pedestrians, cyclists and communities generally.

## **2. Air Quality**

As the F6 Extension will inevitably lead to traffic growth across the Princes Highway and its immediate catchment, emissions are likely to substantially increase. The vehicle emissions may have a health impact on the St George Private and Public Hospitals.

The Princes Highway construction ancillary facility area (C6) is defined as 'High Risk' in relation to dust impacts in the EIS. The EIS has not adequately considered and addressed the impact of dust during construction. At the local level, the area between Kogarah train station and Princes Highway consists of a high-density community including patients in hospitals.

## **3. Noise and Vibration**

The EIS acknowledges that six properties in Georges River LGA will be exposed to a high level of noise which will exceed the noise criteria of Cumulative Noise Limit and request mitigation measures. Council is concerned more properties than those listed will suffer from the impacts of noise and vibration during both construction and operation.

## **4. Soils and Contamination**

The EIS indicates the 7-Eleven Service Station on C6 site has been assessed as high risk as petroleum soil and groundwater contamination is known to be present at concentrations above the NSW EPA assessment criteria. The excavation of soil for the removal of the underground storage tanks (USTs) could bring a high risk of people exposing to dust, odour, contaminated groundwater and soil. The lack of monitoring and notification would have negative impacts on the offices, amenities, and workshops on the site during the construction and operation.



## 5. Human Health Risk

As mentioned above in this submission, should the project proceed, increased traffic volumes to and from the F6 Extension would contribute to reduce air quality and increased noise and vibration. Council is of the view that any reduction in air quality is unacceptable and will contribute to reductions in the quality of human health.

The travel time benefits of the F6 Extension appear to be over-estimated, whilst the health costs are under-estimated. The health impact assessment should investigate whether the proposal to upgrade the intersection and building motorway tunnels will encourage private vehicle use and a sedentary lifestyle, which leads to less healthy lives by becoming less active.

## 6. Heritage

The proposal to upgrade the intersection would have adverse impacts on two local heritage items along Princes Highway, St Paul's Anglican Church and Hall, and Shop and Residence. The construction of the project will have a potential negative impact on the structure and external environment of the historic buildings. Therefore Council requests detailed heritage assessment and mitigation measures including dilapidation reports.

## 7. Stormwater and Flooding

The EIS acknowledges that new surface roadway exposed to direct rainfall is proposed at the intersection of President Avenue and Princes Highway. Given the proposed development, there is potential that the contaminated stormwater flows into the local stormwater network will impact the stormwater quality if it is not captured and appropriately processed.

If you would like to discuss the matter further, please do not hesitate to contact me on 9330 6400.

Yours sincerely



Ryan Cole  
**Manager Development and Building**

