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Western Distributor

# **Community consultation report**

**Independent analysis, interpretation and reporting of findings**

Phase One

**Proposal Design Update**

September to October 2015

Phase Two

**Concept Design**

April to May 2016

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## Scope and purpose of Consultation Report

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Transurban identified and started work on the Western Distributor proposal in response to congestion on the West Gate Freeway, predicted growth in Melbourne's west and an increasing number of truck trips to and from the Port of Melbourne. The Victorian Government and Transurban are now partnering to deliver the Western Distributor Project.

The Western Distributor includes widening of the West Gate Freeway, a new road and tunnel under Yarraville connecting the West Gate Freeway with the Port of Melbourne, CityLink and the CBD, a bridge over the Maribyrnong River joining an elevated road along Footscray Road and an eastern interchange connecting to CityLink, inner northern suburbs and the city.

The project team has been in discussion with residents, community groups, councils and other stakeholders since April 2015 to better inform the development of the project. The following information provides an overview of the three key consultation steps undertaken to date.

### **Key consultation steps**

#### **Recap of community and stakeholder engagement on the Proposal Design (Phase 1)**

April-July 2015

Following the release of the initial proposal in April in 2015, Transurban undertook a program of engagement with communities in the inner west, councils, the freight industry, Port of Melbourne and government authorities to understand their views about the proposal.

*These activities and the feedback gathered were captured in a Consultation Report published on the Western Distributor proposal website ([consult.transurban.com](http://consult.transurban.com)) on 17 September 2015.*

#### **Community and stakeholder engagement on refinements - Proposal Design Update (Phase 1)**

September-October 2015

Community and stakeholder engagement on the Proposal Design informed a series of design refinements, particularly in response to feedback about the importance of moving trucks out of residential areas. These refinements included the addition of a Hyde Street connection for local and dangerous goods trucks which cannot use the tunnel, relocation of the southern tunnel portal to the north of the West Gate Freeway, and consideration of changes to the northern portal and the ways new lanes are added to the West Gate Freeway.

The proposed relocation of the southern portal and inclusion of the Hyde Street connection presented new impacts for Hyde Street Reserve, Stony Creek and residents in this area and generated the vast majority of feedback.

***Section One of this document describes consultation conducted on the Proposal Design Update in September-October 2015 and documents independent analysis of feedback.***

#### **Community and stakeholder engagement on the Concept Design (Phase 2)**

April-May 2016

In late 2015 the Victorian Government released a Business Case which assessed the merits of the Western Distributor, and announced the decision to progress the development of the project in partnership with Transurban. Work also began on the preparation of the Environment Effects Statement (EES) for the Western Distributor.

Community and stakeholder feedback on the Proposal Design Update was considered and informed the preparation of the Concept Design, which included a range of additional design options for discussion.

Community and stakeholder feedback on the Concept Design and key planning topics was sought to inform the preparation of a Reference Design and contractor requirements and impact assessments which will be undertaken as part of the EES.

***Section Two of this document describes consultation conducted during the Concept Design Phase in April-May 2016 and documents independent analysis of feedback.***

## **Independent analysis purpose and method**

The Western Distributor project team engaged the researcher to analyse and report on community feedback provided during September-October 2015 on the Proposal Design Update, and during April-May 2016 on the Concept Design.

Further to the release of independent analysis of community feedback on the original Proposal Design, this analysis and report was commissioned to provide an independent assessment of the two most recent periods of community consultation.

The consultation activities conducted are explained in more detail in section 1 (Proposal Design Update: September-October 2015) and section 2 (Concept Design: April-May 2016).

While a range of engagement methods were used by the project team, this report focuses on the primary community consultation methods which were community sessions and engagement through the project's consultation hub at **[www.westerndistributorproject.vic.gov.au](http://www.westerndistributorproject.vic.gov.au)**

The researcher's work has largely used manual and computer-assisted content analysis. The template approach to content analysis was used to review, group, quantify issues, ideas and themes raised so the community feedback can be accurately presented, understood and responded to by the project team. This involved the following activities.

### *Collation of data*

Online submissions and associated maps and charts from the consultation platform were previewed by the researcher and provided to the researcher by Nation Partners which provides community engagement assistance to Transurban as part of the Western Distributor project team. Feedback forms and Post it notes recorded at the community sessions were typed verbatim and also provided to the researcher. Email and other formal submissions were collated by the project team and provided to the researcher.

Microsoft Excel was used to generate participation profiling and tables for data that could be quantified.

### *Establishing a codeframe for analysis of qualitative data*

An initial manual review of feedback was used to generate a preliminary 'codeframe', or method for grouping comments according to their content and identify any emerging themes or frequently raised issues.

Comments on the Proposal Design update were initially grouped within four categories: concerns, advantages, improvement ideas and general comments/queries. Following this, the groupings were refined to identify key themes relating to concerns about the Proposal Design Update, support or suggested improvements to the Proposal Design Update, traffic issues and opportunities, and the consultation process and information.

Comments on the Concept Design were initially grouped by concept design option within four categories: concerns, advantages, improvement ideas and more general comments/queries. Following this, the comments were also aligned to planning and construction topics discussed during the Concept Design phase. These topics included air quality, traffic noise and urban design.

The codeframes were then finalised and tally counts were calculated to demonstrate the quantity of comments within the community feedback referring to specific themes and topics.

### *Conducting the analysis*

The datasets were then imported into the NVIVO data analysis software platform and computer-assisted analysis was conducted. The data were subjected to content analysis using a template approach which allows the data to be carefully sorted and categorised according to the codeframe. This approach permits themes to be identified in advance and as they emerge throughout the course of analysis.

In relation to the coding process, a review of the feedback showed there were four meaningful units of analysis given the variability in the personalised responses submitted. Where appropriate, the feedback was coded at the word, phrase, sentence and comment level to reflect the sentiment expressed. Where relevant, segments of the feedback were coded twice where two different concepts were clearly evident in the words.

The responses are presented verbatim as submitted although they were proofread and subjected to minor editing (such as known abbreviations were written in full - St to "Street", & to "and", Fwy to "freeway") for ease of readability. In an attempt to protect individual privacy and identities, where submissions contain identifying features such as a name, title or specific residential street address, this information has not been published and advice to this effect is noted beside the relevant comment. Where appropriate, findings are presented in tables, charts, word clouds and as verbatim responses.

Specific information on the method for analysis is addressed in both Section One (Proposal Design Update) and Section Two (Concept Design).

# Section One: Proposal Design Update Consultation

## September-October 2015

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### Engagement approach – Proposal Design Update

Following the release of the initial proposal in April 2015, Transurban undertook an extensive program of engagement with communities in the inner west, councils, the freight industry, Port of Melbourne and government authorities to understand their views about the proposal. These activities and the feedback gathered were captured in a Consultation Report published on the proposal website ([consult.transurban.com](http://consult.transurban.com)) on 17 September 2015.

Community and stakeholder engagement on the Proposal Design informed a series of design refinements, particularly in response to feedback about the importance of moving trucks out of residential areas. These refinements included the addition of a Hyde Street connection for local and dangerous goods trucks which cannot use the tunnel, relocation of the southern tunnel portal to the north of the West Gate Freeway and consideration of changes to the northern portal and the ways that new lanes are added to the West Gate Freeway.

The proposed relocation of the southern portal and inclusion of the Hyde Street connection was the most significant refinement identified and presented new impacts for Hyde Street Reserve, Stony Creek and residents in this area and generated the vast majority of feedback.

Awareness was raised and input on the proposal design refinements was sought from people in the inner west in the period 17 September to 16 October, using the following activities:

#### **Doorknocks and letter drop**

With the proposed design refinements presenting new impacts for communities around Hyde Street Reserve, Transurban conducted a doorknock and letter drop in this area to provide information directly to residents before the Proposal Design Update was communicated more broadly. 150 households were doorknocked in Beverley Street, Hughes Street, Banool Avenue, Lormer Street, Francis Street, Hyde Street, Globe Street and Vockler Street. Transurban's team spoke directly with over 40 residents and provided 'sorry we missed' you cards and other information encouraging residents to make contact for more detail.

#### **Email and telephone**

A direct line to Transurban's project team was provided via email ([projects@transurban.com](mailto:projects@transurban.com)) or telephone (1300 280 939).

#### **Website and interactive map**

The Western Distributor website ([consult.transurban.com](http://consult.transurban.com)) provides a central location for information, engagement activities and offers an opt-in registration option to receive updates about the proposal. During September and October, a range of tools were used to provide information and seek feedback.

#### **Publications and videos**

Several publications were created to explain the design refinements and made available via the proposal website and community sessions:

- Proposal Design Update brochure detailed feedback to date and refinements made to the design
- Southern Portal Discussion Paper provided further detail on the reasons for the proposed relocation of the southern portal and inclusion of the new Hyde Street connection
- Proposal Design Update video outlined the key design refinements
- Targeted discussion papers eg. air quality, noise, environment, tunnel design and construction, remained current.

*6670 visits to website and 3230 document downloads*



### **Interactive map**

An interactive map on the project website allowed participants to pinpoint concerns, ideas and opportunities or to place a general comment. Given the expected interest and new impacts involved with the proposed changes to the southern portal, the interactive map focused on the area in and around Hyde Street Reserve. The map included four 'visualisations' which depicted how the new road may look from street level. The map was open for comments from 17 September until 16 October.

*250 comments were recorded on the map by 108 individual participants*

### **'Ask a question' tool**

Between 17 September and 16 October, Transurban responded to 51 questions posted on the website by 38 individual community members.

### **Large scale mail-out to residents**

A large-scale mail-out providing an update on the proposal, feedback to date, the proposed design refinements and community sessions was distributed to 30,000 households in the proposal area including Yarraville, Seddon, Footscray, Spotswood and South Kingsville.

### **Email update to subscriber database**

An email update was distributed to 135 subscribers.

### **Information for culturally and linguistically diverse communities**

Those who speak a language other than English could find out more about the proposal through:

- Newspaper advertisements in local Leader and language other than English publications
- A telephone interpreter service promoted on key materials.

### **Stakeholder briefings**

Transurban provided updates and spoke with the following organisations and community groups, via meetings, phone calls and emails to explain the proposal design refinements and understand their views to ensure they can inform further refinements to the proposal:

- Local government – three core councils (Hobsons Bay, Maribyrnong and Melbourne), several other interested councils and the Municipal Association of Victoria
- Community groups – including Maribyrnong Truck Action Group, Friends of Stony Creek, and local bicycle user groups
- Freight industry and operators – including Victorian Transport Association, Container Transport Alliance Australia, Toll and L Arthur
- Local businesses which may be directly or indirectly affected by the project – eg. AusNet services, Harbournet and fuel terminal operators
- Community facilities – including Yarraville Community Centre, West Gate Golf Club and sporting user groups
- Regulators and other government agencies – including Melbourne Water and EPA Victoria

### **Promotion and advertising**

Transurban promoted the Project Design Update and planned community sessions widely in the inner west, with 20 advertisements appearing in nine local newspapers over a three-week period. The project team also spoke with over 50 people at two 'pop up' stands in Spotswood and Yarraville to build awareness of the Proposal Design Update and encourage attendance at the community sessions.

### **Community sessions and feedback forms**

Transurban held three community sessions to discuss the Proposal Design Update with interested community members. The community sessions were intended to provide a forum for people to talk with technical experts and share their views, ideas and concerns.

All sessions were drop-in style so that people could attend at a convenient timeslot. Maps and visualisations were displayed to facilitate discussion of the design refinements. Proposal publications were available and copies were taken by many attendees. Over 250 people attended the community sessions.

- Yarraville Community Centre, Saturday 19 September - 54 attendees
- South Kingsville Community Centre, Thursday 8 October - 56 attendees
- Yarraville Club, Saturday 10 October – 162 attendees

The initial session at the Yarraville Community Centre was held two days after publication of the Proposal Design Update to provide an immediate opportunity for nearby residents to discuss the design refinements in more detail. A short feedback form was developed to enable participants to provide written feedback in their own words. A total of 119 feedback forms were submitted by attendees.

### **Submissions**

The Concerned Locals of Yarraville community group launched a change.org petition and provided a copy of the comments by signatories for consideration by Transurban. Several other submissions were received following the completion of the engagement period, including from the Inner Melbourne Planning Alliance and the Owners Corporation of 200 Stephen Street Yarraville.

## Method for analysing feedback and identifying key themes

As the engagement approaches and content used for the online consultation platform and community information sessions differed, it was decided to analyse and report on the datasets separately.

During the manual review of feedback, it was evident that participants had submitted a mix of views for each of the questions. It was clear that participants had expressed concerns, identified advantages, improvement ideas or offered general comments or queries within each question category. These categories were therefore applied to capture and reflect the general sentiment of the comments within each submission.

Consequently, the following codeframe was applied to reveal the key themes and frequency of topics mentioned in the community feedback gathered online and via the feedback forms at the three community forums.

### ***Codeframe used to group feedback and identify frequent/recurring themes and issues***

#### **1. Concerns about revised proposal design**

Concern – comparison to previous/original proposal  
Concern – will not achieve objectives, cheaper, short term option  
Concern – proximity to homes and facilities  
Concern – tunnel and portal location  
Concern – elevated structures and visual impacts  
Concern – air quality and noise  
Concern – property value  
Concern – health and amenity impacts  
Concern – open space  
Concern – other  
Comment/query

#### **2. Support or suggested improvements to revised proposal design**

Comment/query – support for proposal  
Improve – use industrial land  
Improve – urban design  
Improve – other design suggestions  
Improve – noise treatment  
Improve – cycling and walking  
Comment/query

#### **3. Traffic issues and opportunities**

Concern – traffic congestion and impact  
Concern – Francis Street  
Comment/query – tolls  
Comment/query – moving trucks off local streets  
Comment/query  
Improve

#### **4. Consultation process and information**

Concern  
Comment/query  
Improve – website and visuals  
Improve – information and timing

### **Verbatim comments – online and community sessions**

All feedback received and considered in the Proposal Design Update consultation report is presented in Appendices 1-3.

The source of each response has been captured as “online” or by the venue of the particular community information session.

To signal the volume of feedback on each topic, the following indicators have been used. Topics attracted **some** (under 50 statements), **moderate** (50-74), **moderate-to-high** (75-99) or **high** (100+) levels of feedback.

Some of the statements recorded in the community information sessions related to more than one key area, therefore, these statements have been duplicated to accurately reflect the sentiment in the feedback in each relevant category.

Some online comments were made more than once. Where a comment has been precisely repeated by one identifiable participant, the comment is presented once and the number of times that the comment is repeated is reported beside the comment. Where the same comment has been made by different participants, each comment is presented and has been counted. Thus the same comment may appear more than once in the verbatim comments presented in the appendices.

## Key findings from community feedback – Proposal Design Update

The community engagement activities for the Proposal Design Update were conducted from 17 September until 16 October. Feedback focused on the refinements made to the southern tunnel portal and the introduction of a connection to Hyde Street.

This section presents the key findings from the analysis of online comments and feedback forms submitted at the three drop-in style community sessions held at the Yarraville Community Centre, South Kingsville Community Centre and Yarraville Club.

### **Participation profile**

A total of **250** online responses were received from **113** individuals with different email addresses and more than half of the responses were made by **48** participants. The majority of responses were from **3013/Yarraville**. A total of **120** feedback forms were submitted, many responses were from **3013/Yarraville** and **31** participants did not state an address.

The online consultation attracted a greater volume of responses, and broader participation, than the community sessions. Given the prevalence of individuals entering multiple online responses, a cross-check of self-identified email addresses in the online responses and feedback forms was conducted. **24** individuals provided **both** an online response and a completed feedback form.

Appendix 1 provides a complete profile of participation in online engagement and community sessions.

#### **Key observations:**

- **250** online responses were received from **113** individuals with different email addresses and more than half of the responses were made by **48** participants. The majority of responses were from **3013/Yarraville**.
- **120** feedback forms were submitted, many responses were from **3013/Yarraville** and **31** participants did not state an address.
- The online consultation attracted a greater volume of responses, and broader participation, than the community sessions.
- **24** individuals provided **both** an online response and a completed feedback form.

### **Key themes**

Of the 1219 statements coded, 66% raised concerns about the revised proposal design, 13% indicated support or suggested improvements, 14% related to traffic questions or concerns, and 7% commented on the consultation process or requested more information.

The 10 topics that generated the most comments are listed below, and the following table provides a detailed outline of the number of references coded by category and theme.

#### **Most frequent topics in feedback on the Proposal Design Update**

1. Concerns about air quality and noise impacts	14.6%
2. Concerns about impacts on open space	12.1%
3. Tunnel and portal location	6.7%
4. Suggestions or requests for design alternatives	6.7%
5. Concerns about proximity of roads to homes and facilities	6.6%
6. Concerns that the updated design will not achieve the project objectives	6.3%
7. Concerns about the updated design in comparison to previous designs	5.6%
8. Concerns about traffic congestion and impacts	5.4%
9. Concerns about health and amenity impacts	4.1%
10. Concerns about the elevated structures and potential visual impacts	3.7%

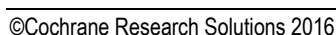
**Table 1: Proposal Design Update community feedback by category and theme**

<b>Categories and themes</b>	<b>Number of references coded</b>
<b>1. Concerns about revised proposal design</b>	<b>801</b>
Concern – comparison to previous/original proposal	68
Concern – will not achieve objectives, cheaper, short term option	77
Concern – proximity to homes and facilities	81
Concern – tunnel and portal location	82
Concern – elevated structures and visual impacts	45
Concern – air quality and noise	178
Concern – property value	25
Concern – health and amenity impacts	50
Concern – open space	147
Concern – other	9
Comment/query	39
<b>2. Support or suggested improvements to revised proposal design</b>	<b>158</b>
Comment/query – support for proposal	36
Improve – urban design	8
Improve – other design suggestions	82
Improve – noise treatment	19
Improve – cycling and walking	8
Comment/query	5
<b>3. Traffic issues and opportunities</b>	<b>169</b>
Concern – traffic congestion and impact	66
Comment/query – Francis Street	10
Comment/query – tolls	31
Comment/query – moving trucks off local streets	31
Comment/query	31
<b>4. Consultation process and information</b>	<b>91</b>
Concern	9
Comment/query	32
Improve – website and visuals	21
Improve – information and timing	29

In the online consultation, participants could:

- An overview of the number of personalised comments and voting allocation for each category (comment, concern, improve idea) are presented in the table below. Overall a total of **250** personalised statements were submitted, **60%** related to **concerns** and attracted the majority of votes up (**66%**). While **16%** of statements related to improve ideas, the improve ideas attracted the majority of votes down (**52%**). The maps with pinned comments and detailed analysis of comments which attracted 'up' and 'down' votes are available in Appendix 2.

To visually demonstrate the views expressed, the responses are presented in the below word cloud. In relation to the word cloud, the size and density of each word reflects the frequency reported. The word cloud presents the 100 most frequently reported words comprising four or more letters. See Appendix 3 for the feedback analysis of verbatim comments.



**Topic 1: Concerns about revised proposal design**

There were 341 coded references raising concerns about the revised proposal design. Concerns constituted 70% of all online feedback provided, with concerns about air quality and noise and about impacts on open space each generating 21% of all concerns. The importance of Hyde Street Reserve and Stony Creek was frequently raised.

Themes	Number of references coded
Concern – air quality and noise	75
Concern – open space	73
Concern – proximity to homes and facilities	45
Concern - comparison to previous/original proposal	29
Concern – elevated structures and visual impacts	24
Concern - will not achieve objectives, cheaper, short term option	22
Concern – tunnel and portal location	21
Comment/query	21
Concern – property value	15
Concern – health and amenity impacts	12
Concern - other	4
<b>TOTAL</b>	<b>341</b>

**Topic 2: Support or suggested improvements to revised proposal design**

10% or 48 coded references suggested changes or improvements to the revised proposal design or indicated support. Various suggestions were made about improving the revised proposal design, such as alternative locations for the proposed Hyde Street connection, including other areas of industrial land near the West Gate Freeway, and ensuring that noise treatments are included.

Themes	Number of references coded
Improve – other design suggestions	28
Comment/query – support for proposal	8
Improve – noise treatment	7
Improve – cycling and walking	3
Improve – urban design	2
<b>TOTAL</b>	<b>48</b>

**Topic 3: Traffic issues and opportunities**

There were 58 coded references on the topic of traffic issues and opportunities. 33% or 19 comments raised a concern about changes in traffic associated with the project, and 31% highlighted the importance of moving trucks off local streets and using measures such as truck curfews or bans to achieve this aim.

Themes	Number of references coded
Concern – traffic congestion and impact	19
Comment/query	11
Comment/query – Francis Street	10
Comment/query – tolls	10
Comment/query – moving trucks off local streets	8
<b>TOTAL:</b>	<b>58</b>

**Topic 4: Consultation process and information**

There were 39 coded references related to the consultation process and requests for information. Of these 39 comments, around half suggested improvements to public information about the project, timing of engagement or the design of the website and visual materials.

Themes	Number of references coded
Improve – website and visuals	17
Concern	7
Comment/query	7
Improve – information and timing	8
<b>TOTAL</b>	<b>39</b>

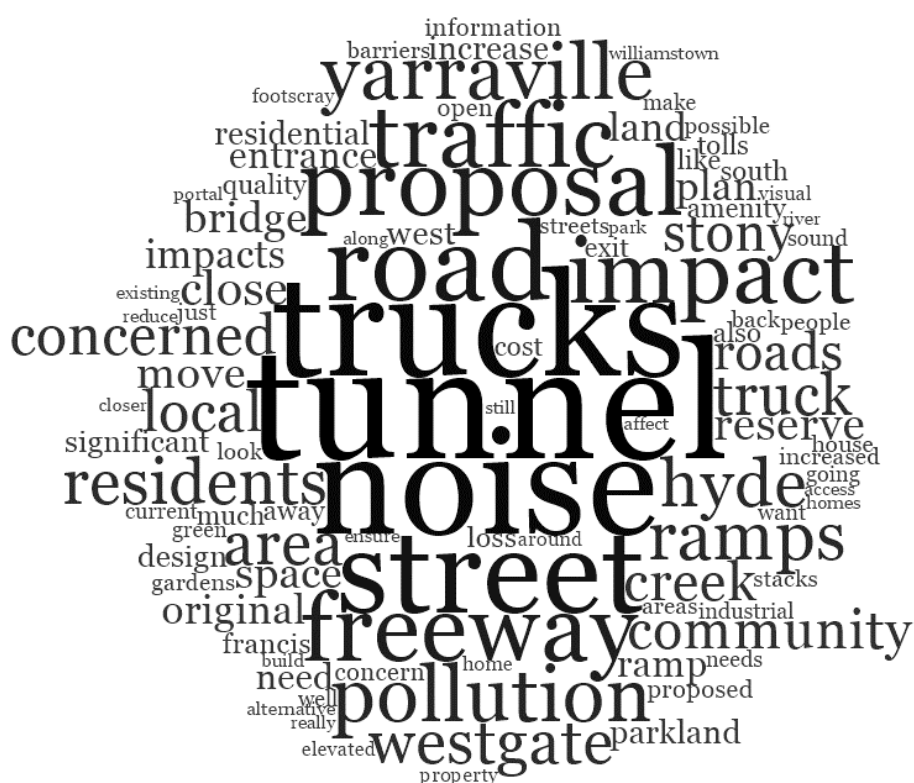


## Detailed analysis of community session feedback forms

A feedback form was used to gather input at the community sessions (see Appendix 4), participants could:

- respond to the question “Do trucks have a negative impact on the liveability of your local area? (No, they don’t affect me; Some impact; Significant impact)
- outline their top three comments about the Western Distributor Proposal
- provide suggestions for improving the proposal to ensure it achieves the intended objectives while minimising impacts
- provide detailed comments about the Western Distributor Proposal
- provide personal details - name, address, email (optional)

To visually demonstrate the views expressed, the responses are presented in the below word cloud. In relation to the word cloud, the size and density of each word reflects the frequency reported. The word cloud presents the 100 most frequently reported words comprising four or more letters. See Appendix 3 for the feedback analysis of verbatim comments.



**Topic 1: Concerns about revised proposal design**

There were 460 coded references raising concerns about the revised proposal design. Concerns constituted 63% of all online feedback provided, with air quality and noise concerns generating 14% of all comments in feedback forms and concerns about impacts on open space at Hyde Street Reserve and Stony Creek generating 10% of all comments in feedback forms.

Themes	Number of references coded
Concern – air quality and noise	103
Concern – open space	74
Concern – tunnel and portal location	61
Concern - will not achieve objectives, cheaper, short term option	55
Concern - comparison to previous/original proposal	39
Concern – health and amenity impacts	38
Concern – proximity to homes and facilities	36
Concern – elevated structures and visual impacts	21
Comment/query	18
Concern – property value	10
Concern - other	5
<b>TOTAL</b>	<b>460</b>

**Topic 2: Support or suggested improvements to revised proposal design**

There were 110 coded references suggesting changes or improvements to the revised proposal design or indicating support. More than half of the suggested improvements to the design referred to ideas such as moving the tunnel portal or ramps to a different area. Support for the proposal generated a quarter of the comments in this category.

Themes	Number of references coded
Improve – other design suggestions	54
Comment/query – support for proposal	28
Improve – noise treatment	12
Improve – urban design	6
Improve – cycling and walking	5
Comment/query	5
<b>TOTAL</b>	<b>110</b>

**Topic 3: Traffic issues and opportunities**

There were 111 coded references on the topic of traffic issues and opportunities. Around half of the comments requested more information on how the proposal would move trucks off local streets and how tolling arrangements would contribute to this aim.

Themes	Number of references coded
Concern – traffic congestion and impact	47
Comment/query – moving trucks off local streets	23
Comment/query – tolls	21
Comment/query	20
<b>TOTAL</b>	<b>111</b>

**Topic 4: Consultation process and information**

There were 52 coded references related the consultation process and requests for information. These comments related to improvements to online information, the design of visual materials and the timing of engagement activities such as doorknocks.

Themes	Number of references coded
Comment/query	25
Improve – information and timing	21
Improve – website and visuals	4
Concern	2
<b>TOTAL</b>	<b>52</b>

## Section Two: Concept Design Consultation

### April-May 2016

#### Engagement approach – Concept Design

In late 2015 the Victorian Government released a Business Case which assessed the merits of the Western Distributor, and announced the decision to progress the development of the project in partnership with Transurban. Work also began on the preparation of the Environment Effects Statement (EES) for the Western Distributor.

Community and stakeholder feedback provided on the Proposal Design Update as detailed in Section One of this report was internally collated, analysed and considered by the project team, and informed the preparation of the Concept Design.

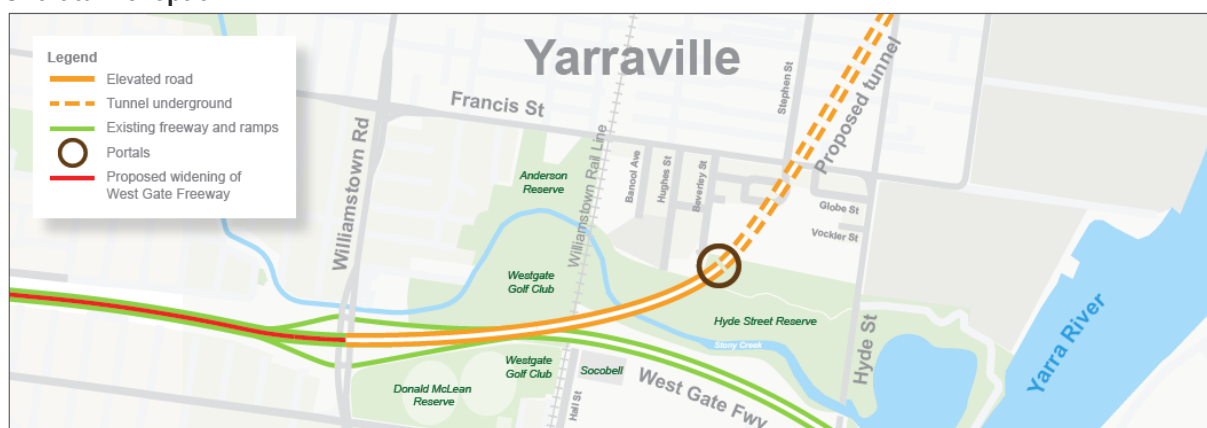
The Concept Design, including several options, was developed following feedback on the Proposal Design Update and subsequently publicly, released for discussion with stakeholders and the community.

Two options were provided for connecting the tunnel with the West Gate Freeway:

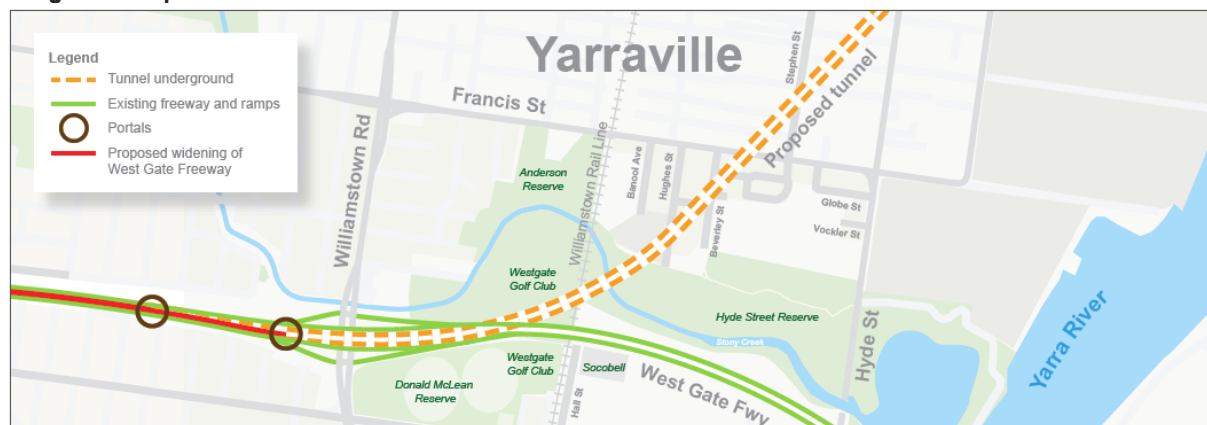
- A short tunnel option: places the tunnel portal in Hyde Street Reserve north of the West Gate Freeway with flyovers connecting the West Gate Freeway with the tunnel portal.
- A long tunnel option: places the tunnel portal within the existing West Gate Freeway reserve, with 'split' tunnel portals – an exit near Williamstown Road and the entry further west.

These options are depicted below:

#### Short tunnel option



#### Long tunnel option



Five options were provided for the Hyde Street connection with the West Gate Freeway:

- Option 1 - Hyde Street Reserve: designed for the short tunnel, this option includes a flyover of the West Gate Freeway and connects with Hyde Street next to the AusNet site
- Option 2 - North: designed for the long tunnel, this option includes a flyover of the West Gate Freeway, runs alongside and to the north of the existing freeway and connects with Hyde Street next to Stony Creek
- Option 3 - South: designed for the long tunnel, this option includes a flyover of the West Gate Freeway, runs south of the existing freeway and connects with Hyde Street via Simcock Avenue
- Option 4 - North-South: designed for the long tunnel, this option includes ramps that run either side of the existing West Gate Freeway
- Option 5 - Hall Street: designed for the long tunnel, this option includes ramps that run either side of the existing freeway to Hall Street, then connects to Hyde Street via Hall Street and Simcock Avenue.

These options are depicted below:

**Option 1**



**Option 2**



**Option 3**



**Option 4**



## Option 5



The Concept Design consultation activities provided information about how the project could work, by using design and road layout maps, outlining design challenges through information about constraints, and presenting visualisations which depicted impacts and opportunities.

Community and stakeholder feedback on the Concept Design and key planning topics was sought to inform the preparation of a Reference Design and contractor requirements and impact assessments which will be undertaken as part of the EES.

Awareness was raised and input was sought through the creation of a Community Liaison Group and a range of engagement activities, including doorknocks, seven community sessions, online consultation platform and workshops and meetings with councils, industry and other stakeholder groups. These activities are detailed below.

## Community Liaison Group

A Community Liaison Group (CLG) has been formed for the Western Distributor to contribute to planning for the project as it progresses.

Members were selected through a formal recruitment process. The selection criteria considered where the applicants lived, their community networks and linkages, their knowledge of local issues and their capacity to communicate what's important to their community.

The CLG takes a regional approach to membership and comprises community representatives from key communities along the project alignment. The 17 CLG membership includes residents, community groups, industry organisations and council representatives.

The CLG is independently chaired and provides a forum for the exchange of views and information. Members receive feedback on ideas and issues they raise and will be provided with factual information to disseminate through their networks. Members will be expected to seek input from their networks to share with the CLG.

## Website

The consultation hub on the project website ([westerndistributorproject.vic.gov.au](http://westerndistributorproject.vic.gov.au)) provides a central location for information and consultation. Visitors can subscribe to updates and news about the Western Distributor. It is an accessible and flexible way to find information and participate in consultation activities.

During the Concept Design consultation phase, the tools on the consultation hub were aligned with the information and feedback approaches used at the community sessions, so that participants would have a similar opportunity to engage regardless of the method used.

Participants wishing to use the online engagement tools were asked to register by providing their email address and postcode.

*9000 visits with over 1000 visits on 14 April 2016/ 10,000 document downloads/ 200+ video views  
34% of participants downloaded at least one document and 30% of participants visited multiple project pages.*

Three interactive maps were available for comments:

- West Gate Freeway to tunnel connection
- Hyde Street access options
- Cycling and walking improvements

For each map, participants were asked to review the information on advantages and disadvantages associated with the Concept Design and to provide a personalised comment on any other advantages or disadvantages they saw and/or allocate votes.

*1533 visitors/146 participants/398 comments/*

Three Discussion Forums were available:

- Concept design – West Gate Freeway widening
- Concept design – Tunnel, northern portal and bridge
- Concept design – Footscray Road, city access and bypass

For each forum participants were asked to answer the following questions:

- What are the main advantages of this design?
- What are the main disadvantages of this design?
- Any ideas for managing impacts or addressing your concerns?

*2155 visitors/51 participants*

### Urban design

Participants were asked to read the Urban Design discussion paper and answer the following questions:

- In three words, describe your community in Melbourne's west. Alternatively, show us with a photo (or both!).
- Show us what good urban design means to you – post a photo. It could be a bridge in Europe, landscaping in Sydney or a place you love right here in Melbourne's west.
- Tell us which of the eight draft urban design principles outlined in the Urban Design Discussion Paper are most important to you? Why?

*26 visitors and 1 participant*

### Survey

The survey provided detailed information about the process being used to plan and develop the project, and included the following questions focused on noise, air quality and construction:

- The Western Distributor is being developed through an integrated consultation, design and planning process...Were you aware the project is being developed in this way before today?
- Are you interested in commenting on traffic noise/air quality?
- What are your main concerns about traffic noise/air quality in relation to the Western Distributor project?
- What would help address your concerns?
- Did you find the noise/air quality/discussion paper and video helpful?
- Do you have any ideas about how they could be improved?
- Are you interested in commenting on construction management?
- From what you understand about the project, how do you think construction works might affect you?
- What is your number one concern?
- What would help address this concern?

*195 number of visits/20 participants*

### **Community sessions**

Seven consultation sessions were held to provide an opportunity for people to talk face-to-face the project team and to seek community feedback on two key areas of the project – the Concept Design and planning topics which will be addressed as part of the EES.

**Table 2: Community sessions held as part of Concept Design phase of consultation**

Location	Date and time	Venue
South Kingsville	Saturday 16 April, 9.30am-1.30pm	South Kingsville Community Centre
Altona North	Wednesday 20 April, 5pm-8pm	Grand Star Receptions
Yarraville	Thursday 21 April, 5pm-8pm	St Augustine's Parish
Footscray	Saturday 23 April, 9.30am-1.30pm	VU at MetroWest
North Melbourne	Wednesday 27 April, 5pm-8pm	Meat Market
Spotswood	Thursday 28 April, 5pm-8pm	Pumping Station at Scienceworks
Docklands	Tuesday 3 May, 5pm-8pm	Limelight Room at Etihad Stadium

The sessions commenced with a brief verbal update on the project's status and approach to planning approvals, design and competitive tender process. An overview map was made available and was intended to assist participants to view the project at a high level before moving to more detailed information. Discussion papers on key elements of the Concept Design and planning topics were provided to participants, along with pads of post-it notes for recording and submitting their feedback.

Maps, photos, visualisations and road layouts were displayed in the Concept Design area. The Concept Design was presented in multiple sections and ways to permit participants to access the overall design and more detailed information on their specific area of interest.

Design and technical experts were available to share information on the design development process, answer questions and encourage participants to participate by responding to the following questions regarding the Concept Design:

- What are the main advantages of this design?
- What are the main disadvantages of this design?
- Any ideas for improvements, managing impacts or addressing your concerns?

In the Planning area, information was presented on topics of community interest and areas of assessment under the EES. These topics were air quality, noise, traffic, active transport, construction, urban design and human health. The project's technical leads in each of these areas were available to share information on how these issues managed in impact assessments, answer questions and encourage participants to participate by responding to the following key questions:

- What are your main concerns (top/number one concern) on this topic?
- How do you think construction works might affect you and what's your main concern?
- What would help to address your concerns?
- After talking to the technical specialist, has your thinking on this issue changed?
- In three words, how would you describe your local area and what it means to you?
- Which improvement to the local active transport network is the top priority in your area?

### **Fact sheets, publications and videos**

A number of publications have been created to explain key aspects of the concept design and discuss other topics of interest:

- A community update newsletter that was distributed to 27,000 letterboxes in the inner west in March 2016.
- An overview brochure that is available online and distributed to 3,000 local letterboxes.
- A concept design and consultation update and two design updates that addressed specific areas of the concept design: Design update - West Gate Freeway connection and Hyde Street options; and Design update - City access and bypass - available online and at community sessions.
- A Western Distributor Design and Consultation Update video - April 2016 - available online and at community sessions.
- A series of fact sheets addressing specific topics: Consultation fact sheet; Planning fact sheet; and Freight fact sheet - available online and at community sessions.
- A series of concept design maps and visualisations including overall alignment, each individual section and options and a project scope map – available online and at community sessions.
- Discussion papers directly address key topics of interest raised in the online discussion forums and Q&As: Air quality; Urban design; Cycling and walking; Design; Noise; Tunnels and construction; and Environment – available online and at community sessions.

### **Updates to community groups**

During April and May 2016, phone calls, emails, presentations and meetings were undertaken with 90 local businesses, sporting and other community groups, to provide detailed information about the Concept Design and seek feedback. These groups were asked to pass information along to their members or other interested parties, encouraged to attend a community sessions and provide feedback online

### **Mail outs and email updates**

A mass mail out of the community update was distributed to 30,000 letterboxes in the inner west in early March 2016.

Six email updates have been sent to over 1100 subscribers to keep them informed of new information and opportunities to participate in engagement activities

### **Direct mail and doorknocks**

A doorknock of close to 400 homes in the inner west took place in April 2016 to share information about the concept design and upcoming community consultation sessions.



Around 3,000 letters to potentially affected properties were sent in April 2016 to provide homeowners and tenants with information about the concept design, potential project impacts and community consultation sessions.

### **Information for culturally and linguistically diverse (CALD) communities**

Those who speak a language other than English could find out more about the consultation sessions through:

- Newspaper advertisements in local Leader and LOTE publications
- Community update translated into Arabic, Greek, Italian, Chinese and Vietnamese and 1500+ distributed to local community groups.
- A telephone interpreter service.

### **Email and telephone**

A direct line to the project team was provided via email ([westerndistributor@ecodev.vic.gov.au](mailto:westerndistributor@ecodev.vic.gov.au)) and telephone (1300 280 939). Many of the calls received requested information about the Concept Design, which was addressed by providing the publicly available information or providing responses to specific questions. Where a detailed concern was raised in an email or an email provided detailed feedback on the Concept Design or planning and construction issues, the email was treated as a written submission.

*158 emails, letters and phone calls were received by the project team.*

### **Submissions**

Around 32 people emailed the project team and many raised concerns specifically about the potential impacts on the children, staff and parents at Emma McLean Kindergarten and Daycare Centre of the options for the Hyde Street connection which place roads to the south of the West Gate Freeway.

Ten people who have an interest in businesses at the Docklands Cotton Mills also emailed the project team to detail their concerns about the possibility of a bridge over the Maribyrnong River.

Given the specific concerns raised and the quantity of emails received on similar issues, these emails were treated as written submissions.

Written submissions were also received from the following organisations, some of which are listed and analysed in this report:

- ACI Glass
- City of Melbourne
- Concerned Locals of Yarraville
- Cootes Transport
- Businesses within the Cotton Mills
- Friends of Stony Creek
- Hobsons Bay City Council
- Kalex
- Maribyrnong City Council
- Maribyrnong Truck Action Group
- Scienceworks
- Spotswood Residents
- Trafix Group
- Yarraville Community Centre

### **Advertising**

Online and in-person engagement opportunities were promoted through newspaper, radio and online advertising.

- 44 newspaper advertisements, in suburban titles covering the Geelong, Wyndham, Hobsons Bay, Brimbank, Maribyrnong, Moonee Valley and Melbourne areas.

## **Social media**

Western Distributor Facebook page was launched on 14 April 2016 to promote engagement activities such as community sessions and online consultation hub.

## **Information for the media**

Joint Transurban/Victorian Government media announcements on: 23 March 2016 – Have your say on the Western Distributor; 14 April 2016 – Delivering The Second River Crossing; and 10 May 2016 – Second River Crossing Fully Funded And Out To Market, generated significant media coverage across print, radio, television and online. The media announcements were intended to help raise general awareness of the concept design.

## **Stakeholder briefings, meetings and workshops**

Consultation with key stakeholders initiated in the Proposal Design phase has continued through the Concept Design phase and included:

- High level briefings with stakeholder CEOs and senior executives
- One-on-one meetings
- A freight industry briefing on 12 May 2016 attended by 18 people from 17 organisations
- Telephone briefings and emails with information/links to website
- Coordination with councils and Government agencies through the Technical Reference Group for the Western Distributor EES, convened by the Department of Environment, Land, Water and Planning.

## Method for analysing feedback and identifying key themes

As the engagement approaches and content used for the online consultation platform and community information sessions were closely aligned, it was decided to analyse the datasets separately but report the findings in a consolidated format.

However, the content within the email and formal submissions varied considerably, so these submissions have been analysed and reported separately.

During the manual review of feedback, it was evident that participants had expressed concerns, identified advantages, improvement ideas, indicated support for an option or offered general comments or queries, some of which did not neatly fall within each question category. These high level categories were therefore applied to capture the general nature of each comment.

While all of the online and community session data was coded by question, the codeframe was subsequently refined to also identify key themes or frequently raised issues for both the concept design and planning themes related to the EES.

**Table 3: Codeframe used to group feedback and identify frequent/recurring themes and issues**

<b>Concept design themes</b>	<b>Types of comments captured</b>
Concern – proximity of road/structures	The impact of new/nearby roads and elevated structures
Concern – open space	Concerns about parks, reserves and recreation areas
Concern – air quality	Air quality – current and future, and ventilation systems
Concern – noise	Traffic noise
Concern – amenity and visual	Impact on enjoyment, sometimes from visual effects
Concern – vibration	Vibration from tunnel construction or traffic operation
Concern – property value	Concern about reduction or change in property value
Concern – traffic flow and congestion	How the project may impact or increase traffic on surrounding roads
Concern – elevated roads	Concerns about proximity, visual and other impacts
Concern – other	Various comments on concerns relating to the design/option
Concern – construction	Various comments about the construction timing associated impacts like lay down areas
Advantages – open space	Advantages of design/option in relation to open space
Advantages – other	Various comments on advantages of design/option
Improvement ideas – tunnel/portal location	Requests or ideas about tunnel or portal location
Improvement ideas – location of elevated roads/ramps	Requests or ideas about location of elevated roads or ramps
Improvement ideas – urban design	Requests or ideas about appearance and design
Improvement ideas – active transport	Improvements to cycling and walking facilities
Improvement ideas – address noise	Improvements to noise treatments
Improvement ideas - other	Various suggestions for changes or improvements to design
Comment/query	General/ungrouped comments or questions

<b>Planning themes and construction</b>	<b>Types of comments captured</b>
<b>Air quality</b>	
Concern – pollutants/emissions	Concerns about existing and future pollutants/vehicle emissions
Concern – ventilation structure	Concerns about location, height, proximity and air quality impacts
Concern – assessment	Concerns about the air quality assessment method including standards
Ideas for addressing concerns	Suggestions which may help to address concerns about air quality

Comment/query	General/ungrouped comments or questions
<b>Human health</b>	
Concern: air quality	Health impacts of current or future air quality
Concern: tunnel ventilation and structures	Health impacts and design of ventilation system
Concern: trucks on residential roads	Health impacts of trucks in residential areas
Concern: environment	Concerns about health impacts from environmental changes
Concern: noise	Health impacts of traffic and construction noise
Concern: contaminants	Impacts from contaminated land
Comment/query	General/ungrouped comments or questions
<b>Managing construction</b>	
Concern – traffic and access	Construction impacts including increased traffic and local access
Concern – vibration	Concerns about potential vibration impacts during construction
Concern – air quality	Impacts of construction on air quality
Concern - noise	Concerns about noise impacts during construction
Concern – residential amenity	Potential impacts to enjoyment of residential properties during construction
Concern – business disruption	Construction impacts to local businesses including parking, access and compensation
Concern – open space and recreation	Impacts to environmentally significant areas during construction
Concern – other	Various concerns about managing the project's construction
Improvement idea	Suggestions which may help improve communication and practices during construction
Comment/query	General/ungrouped comments or questions
<b>Traffic noise</b>	
Concern – specific location	Comments or concerns relating to traffic noise in a particular location
Concern – existing noise	Calls for improvement to the existing noise levels
Concern – assessment approach	Concerns about project's approach to assessing noise levels
Concern – during construction	Concerns about traffic noise during construction
Concern – amenity	Impact on enjoyment, particularly from increased or relocated traffic
Concern – new barriers	Suggestions about material and location of noise barriers to minimise traffic noise
Improvement idea	Multiple improvement ideas were identified and themed
Comment/query	General/ungrouped comments or questions
<b>Traffic</b>	
Concern	Various comments or concerns relating to traffic across the project area
Improvement idea	Several improvement ideas were identified and themed
Comment/query	General/ungrouped comments or questions
<b>Active transport</b>	
Grouped by location	Various comments and suggestions to improve active transport connections across the project area
<b>Urban design</b>	
Grouped under single urban design principle	Various comments about the project's Urban Design Principles.
<b>General comments</b>	
Grouped by location	Various comments grouped by specified area
<b>Project objectives and benefits</b>	
Concerns	Various concerns about the project's benefits and objectives
Comment/query	General/ungrouped comments or questions
<b>Project planning and engagement process</b>	

Concern	Concerns about the project's planning and engagement process
Improve	Several improvement ideas were identified and themed
Comment/query	General/ungrouped comments or questions

### Verbatim comments – online and community sessions

All feedback received and considered in the Concept Design consultation report is presented in Appendices 6 and 7.

The source of each response has been captured as “online” or by the venue of the particular community information session.

To signal the volume of feedback on each topic, the following indicators have been used. Topics attracted **some** (under 50 statements), **moderate** (50-74), **moderate-to-high** (75-99) or **high** (100+) levels of feedback.

Some of the statements recorded in the community information sessions related to more than one key area, therefore, these statements have been duplicated to accurately reflect the sentiment in the feedback in each relevant category.

Some online comments were made more than once. Where a comment has been precisely repeated by one identifiable participant, the comment is presented once and the number of times that the comment is repeated is reported beside the comment. Where the same comment has been made by different participants, each comment is presented and has been counted. Thus the same comment may appear more than once in the verbatim comments presented in the appendices.

### Verbatim comments – emails and other formal submissions

All feedback received and considered in this report is available presented in Appendix 7.

Given the number of submissions totaled 51, the level of feedback on topics varied greatly with topics attracting **some** (under 50 statements), **moderate** (50-74), **moderate-to-high** (75-99) or **high** (100+) levels of feedback.

Some of the statements submitted related to more than one key area, therefore, these statements have been duplicated to accurately reflect the sentiment in the feedback in each relevant category.

## Key findings from community feedback – Concept Design

The community engagement activities for the Concept Design phase were conducted from 14 April to 12 May 2016.

This section presents the key findings from the analysis of participation and feedback via the maps, discussion forums and survey on the online engagement platform, and seven community sessions held at South Kingsville, Altona North, Yarraville, Footscray, Spotswood, West Melbourne and Docklands. As well as the email and other formal submissions.

Consultation participants were asked to provide comments on the project's concept design and planning and construction topics such as air quality, noise and construction, in response to a range of prompt questions and in the form of general comments.

### **Participation profile**

A total of **470 online** responses were received. As it was optional to report a suburb or postcode, the ability to describe the online participation profile is limited. A total of **132** responses included a suburb or postcode. While the online consultation appears to have attracted responses across a broad range of suburbs, many responses were submitted from the postcode areas of 3015 (Newport, South Kingsville and Spotswood) and 3011 (Footscray, Seddon and Seddon West). A total of **158** individuals self-reported a different email addresses and there were **82** instances of multiple responses being made from the same self-reported email address.

A total of **422** people attended the seven community information sessions and no demographic information was captured. The content within the **51** email and other formal submissions varied considerably, so these submissions have been analysed and reported separately. Some demographic information was apparent.

### Participation profile – online engagement

Participants could submit their feedback using one or more of the multiple online engagement options via the Western Distributor consultation platform ([consult.transurban.com](http://consult.transurban.com)). As shown in the below table, a total of **470 online** responses were received and varied greatly by the nature of the online engagement option with the interactive maps attracting the largest number of responses.

**Table 4: Number of responses received by online engagement options**

Engagement option	Number of responses
<b>Interactive maps</b>	
▪ Active transport - walking/cycling	96
▪ West Gate Freeway connection, short and long tunnel options	110
▪ Hyde Street access – options 1 to 5	192
<i>Participants could submit a personalised comment, votes and additional comments</i>	
<b>Urban design/story telling tool</b>	1
<b>Survey tool</b>	
Air quality, managing construction and traffic noise	20
<b>Discussion forum topics</b>	
▪ West Gate Freeway widening	11
▪ Tunnel, northern portal and bridge	31
▪ Footscray Road, city access and bypass	9
<i>Participants could submit a personalised comment, votes, agree/disagree, submit replies or respond to other comments</i>	
<b>TOTAL</b>	<b>470</b>

When providing an online response, participants were **required** to report a self-identified **email address**, however, it was **optional** to provide a **postcode**. As shown in the below table, a total of **132** responses included a suburb or postcode and **340** responses did not. While the online consultation appears to have attracted responses across a broad range of suburbs, many responses were submitted from the postcode areas of 3015, 3011 and 3013.

**Table 5: Number of responses received by postcode**

Postcode	Suburb/s relevant to postcode	Number of responses
3015	Newport, South Kingsville, Spotswood	36
3011	Footscray, Seddon, Seddon West	34
3013	Yarraville	28
3012	Brooklyn, Kingsville, Maidstone, Tottenham, West Footscray	18
3025	Altona East, Altona Gate, Altona North	5
3031	Flemington, Kensington	3
3018	Altona, Seaholme	3
3000	Melbourne	2
3008	Docklands	1
3088	Briar Hill, Greensborough, St Helena	1
3016	Williamstown, Williamstown North	1
Not stated		338
<b>TOTAL</b>		<b>470</b>

A total of **158** individuals self-reported different email addresses. As shown in the below table, there were **82** instances of multiple submissions being made from the same self-reported email address.

**Table 6: Number of responses received from the same self-reported email addresses**

No. of responses from single email address	No. of individuals
1 response	76
2 responses	25
3 responses	21
4 responses	7
5 responses	7
6 responses	6
7 responses	3
8 responses	4
9 responses	1
10 to 16 responses	7
31 responses	1
<b>TOTAL</b>	<b>158</b>

### Participation profile – community information sessions

Seven drop-in style community information sessions were held to discuss the Concept Design, see Table 7.

**Table 7: Details and attendance at community information sessions**

Location	Date and time	Attendees
South Kingsville	Saturday 16 April, 9.30am-1.30pm	107(25.3%)
Altona North	Wednesday 20 April, 5pm-8pm	31 (7.3%)
Yarraville	Thursday 21 April, 5pm-8pm	72 (17.1%)
Footscray	Saturday 23 April, 9.30am-1.30pm	37 (8.8%)
North Melbourne	Wednesday 27 April, 5pm-8pm	43 (10.2%)
Spotswood	Thursday 28 April, 5pm-8pm	92 (21.8%)
Docklands	Tuesday 3 May, 5pm-8pm	40 (9.5%)
<b>TOTAL</b>		<b>422 (100%)</b>

### Participation profile – email and other formal submissions

Some community members elected to submit an email or postal submission directly to the project team. As shown in Table 8, a total of **51** responses were received and analyzed.

Of these emails and submissions, 65% (33) were from participants located in areas south of the West Gate Bridge, including Spotswood and Newport. 15% (8) were from people with an interest in the Docklands Cotton Mills, near the proposed new bridge over the Maribyrnong River.

80% of submissions were received during the formal consultation period of 14 April to 12 May, while 20% or 10 submissions were received between 13 May and 15 June, 2016. One formal submission was not dated.

**Table 8: Number of email and formal responses received**

Type of submission	Number of submissions
<b>Email submissions:</b> <ul style="list-style-type: none"><li>▪ Current, future parents and committee members of Emma McLean Kindergarten - 15</li><li>▪ Residents of Spotswood – 12</li><li>▪ Interest in Docklands Cotton Mills - 8</li><li>▪ General community – 5</li><li>▪ Resident of Newport – 1</li><li>▪ Resident of Yarraville – 1</li></ul>	<b>42</b>
<b>Formal submissions:</b> <ul style="list-style-type: none"><li>▪ ACI Operations Pty Ltd trading as O-I Australia (dated 12 May)</li><li>▪ Concerned Locals of Yarraville (dated 11 May)</li><li>▪ Cootes Transport (not dated)</li><li>▪ Friends of Stony Creek Inc. (dated 11 May)</li><li>▪ Maribyrnong Truck Action Group (dated 12 May)</li><li>▪ Museum Victoria – Scienceworks (dated 30 May)</li><li>▪ Spotswood Residents (dated June 2016)</li><li>▪ Trafix Group (dated 12 May)</li><li>▪ Yarraville Community Centre (dated 12 May)</li></ul>	<b>9</b>
<b>TOTAL</b>	<b>51</b>

When providing an email and formal submission, participants provided self-identifying information. As part of the screening process, the submitter's name was reviewed to identify any anomalies within the dataset that should be acknowledged. It is noteworthy that two respondents with the same stated residential address provided different submissions using the same joint name. Also, on two occasions, a respondent provided the exact same submission twice, using a single name. A number of submissions provided by current, future parents and committee members of Emma McLean Kindergarten were similarly worded.



## Feedback on Concept Design

### Online and community sessions

This section presents the main findings from the community consultation in relation to the overall Western Distributor concept design and options. See Appendix 5 for the feedback analysis of verbatim comments.

1750 responses regarding the Concept Design were provided online and at the community sessions. The table below details the number of comments in relation to the Concept Design in the four categories.

**Table 9: Summary of comments on Concept Design by category**

Concept design section/ option	Concern	Advantages	Improvement idea	Comment/ query	TOTAL
West Gate Freeway widening	49	7	30	9	95
Southern tunnel portal – short tunnel option	224	44	18	5	291
Southern tunnel portal – long tunnel option	44	117	14	10	185
Option 1 Hyde Street Reserve	74	44	5	8	131
Option 2 North	64	46	5	7	122
Option 3 South	154	34	4	2	194
Option 4 North-South	135	44	13	3	195
Option 5 Hall Street	142	45	16	4	207
Tunnel, northern portal and bridge	130	5	91	16	242
Footscray Road/City access and bypass	28	8	44	8	88
<b>TOTAL</b>	<b>1044</b>	<b>394</b>	<b>240</b>	<b>72</b>	<b>1750</b>

Of the 1750 comments, 60% raised concerns. Of these concerns raised regarding the concept design, the top three were concerns about the proximity of new or elevated roads to properties or community facilities, impacts on open space and concerns about air quality and traffic noise.

### Email and other formal submissions

This section presents the main findings from the community consultation in relation to the overall Western Distributor concept design and options. See Appendix 7 for the feedback analysis of verbatim comments.

51 email and other formal submissions were received regarding the Concept Design. The table below details the number of comments in relation to the Concept Design in the four categories.

**Table 10: Summary of comments on Concept Design by category**

Concept design section/ option	Concern	Advantages	Improvement idea	Comment/ query	TOTAL
Overall project	32	2	7	17	<b>58</b>
West Gate Freeway widening	0	0	0	0	<b>0</b>
Southern tunnel portal – short tunnel option	35	0	0	0	<b>35</b>
Southern tunnel portal – long tunnel option	0	12	0	2	<b>14</b>
Option 1 Hyde Street Reserve	3	18	0	1	<b>22</b>
Option 2 North	14	19	0	1	<b>34</b>
Option 3 South	145	1	5	6	<b>157</b>
Option 4 North-South	130	8	11	5	<b>154</b>
Option 5 Hall Street	147	1	5	6	<b>159</b>
Tunnel, northern portal and bridge	38	0	8	0	<b>46</b>
Footscray Road/Citylink city access and bypass	0	0	0	0	<b>0</b>
<b>TOTAL</b>	<b>544</b>	<b>61</b>	<b>36</b>	<b>38</b>	<b>679</b>

Of the 679 comments, 80% raised concerns. The top three were concerns about the proximity of new or elevated roads to properties or community facilities, particularly Emma McLean Kindergarten, impacts on open space and concerns about air quality and traffic noise.

9% of comments related to advantages, particularly indicating a preference for Hyde Street connection options located north of the West Gate Bridge.

## Key design considerations

This section presents the main findings from the consultation in relation to community feedback on key design considerations. Community members were invited to offer general comments.

In the community information sessions, feedback was sought as follows: “Are there other important considerations in your area that we should be aware of?”

Key design considerations attracted **some** level of community feedback, with a total of **14** statements shown in Table 11. All feedback was recorded at the Spotswood session. These comments raised concerns about open space impacts, proximity to homes, noise impacts and support for the long tunnel option.

**Table 11: Number and nature of responses recorded**

Type of statement	Total
Concerns	6
Improvement idea	2
Advantages	1
Comment/query	5
<b>Total</b>	<b>14</b>

## General comments

In addition to viewing and commenting about specific sections of the Concept Design and planning and construction issues, community session participants were also able to provide general comments.

In total 86 comments were made. Table 12 provides a summary of the feedback provided, and the verbatim comments are available in Appendix 6.

**Table 12: General comments made at community sessions**

Session location	Comments	Key themes
Altona North	9	Proximity to homes, vibration and property value impacts
Docklands	4	Impacts from elevated roads
Footscray	14	Varied comments across the project area including managing traffic changes and construction impacts and realising opportunities to improve the area
North Melbourne	8	Seeking further consultation and information on impact assessments
		Open space impacts, preference for other transport modes, suggested cycling improvements
South Kingsville	13	Proximity to homes, air quality and health impacts, alternative transport options
Spotswood	15	Proximity to homes, open space, air quality and noise impacts, strong interest in EES
Yarraville	23	Desire to move trucks out of residential streets and questions about truck restrictions, concerns about space impacts, air quality improvements, and advantages of long tunnel

## Comments related to the overall project – email and other formal submissions

This section summarises key themes identified from 58 identified comments which relate to the project overall rather than a specific project section.

As shown in Table 13, many comments raised a **concern** or offered a **comment/query**. 55% of the 58 general comments related to concerns including the engagement process, proximity of road/structures to homes or community facilities and amenity impacts relating to construction and noise.

17 of the 58 comments asked questions, particularly about the approach for assessing impacts such as air quality and construction, and seven comments suggested improvement ideas including changes to the engagement approach.

**Table 13: Summary of the themes identified from comments on overall project**

Categories and themes	Total
<b>Concerns</b>	<b>32 (55%)</b>
Concern – other	8
Concern – proximity of road/structures	4
Concern – noise	4
Concern – amenity and visual	4
Concern – construction	4
Concern – air quality	3
Concern – open space	3
Concern – traffic flow and congestion	2
<b>Improvement idea</b>	<b>7 (12%)</b>
<b>Advantages</b>	<b>2 (4%)</b>
<b>Comment/query</b>	<b>17 (29%)</b>
<b>TOTAL</b>	<b>58 (100%)</b>

## West Gate Freeway widening

The Concept Design included widening of the West Gate Freeway from eight lanes to 12 lanes with most of this widening to take place within the existing road reserve. Consultation participants were invited to comment on the advantages and disadvantages.

Information and questions on this section of the concept design attracted a **moderate to high** level of community feedback, with a total of 95 statements made online and at community sessions.

As shown in Table 14, the number of comments reported as disadvantages outweighed advantages and a number of ideas for managing impacts were suggested.

**Table 14: Breakdown of community session comments by question**

Advantages	9
Disadvantages	41
Ideas for managing impacts	29
<b>TOTAL</b>	<b>79</b>

The key themes identified in comments regarding the concept design for the 'West Gate Freeway' section of the Western Distributor are listed in Table 15.

**Table 15: Feedback themes: West Gate Freeway widening**

Categories and themes	Total
<b>Concerns</b>	<b>49 (52%)</b>
Concern – traffic flow and congestion	17
Concern – noise	10
Concern – amenity and visual	8
Concern – air quality	5
Concern – vibration	3
Concern – proximity of road/structures	2
Concern – property value	3
Concern – open space	1
<b>Improvement idea</b>	<b>30 (32%)</b>
Improvement idea – other	13
Improvement idea – active transport	10
Improvement idea – address noise	7
<b>Advantages</b>	<b>7 (7%)</b>
<b>Comment/query</b>	<b>9 (9%)</b>
<b>TOTAL</b>	<b>95 (100%)</b>

## Key observations

The West Gate Freeway section of the Concept Design attracted a moderate to high level of community feedback, with a total of 95 statements.

The overall sentiment indicated concerns about traffic flow and congestion (18%); noise (10%) and amenity (8%). Improvement suggestions were made in relation to active transport (10%) and urban design (7%).

55% of community information session feedback was recorded at South Kingsville, including 52% of concerns raised overall with many referring to traffic flow and congestion. 50% of improvement ideas were also recorded at South Kingsville, many of which focussed on urban design, particularly noise barriers, and active transport.

7% of comments identified advantages, many of which referred to the need for the West Gate Freeway widening.

## Southern tunnel portal – short tunnel option

Two options were considered for connecting the West Gate Freeway and the Western Distributor tunnels – a short tunnel option and long tunnel option. The short tunnel option places the tunnel portal in Hyde Street Reserve north of the West Gate Freeway with flyovers connecting the freeway and the tunnel portal. Consultation participants were invited to comment on the advantages and disadvantages of the short tunnel option.

Information and questions on the Southern tunnel portal – short tunnel option attracted a **high** level of community feedback, with a total of **291** statements.

As shown in Table 16, the number of comments reported as disadvantages outweighed advantages. The majority of the feedback relating to **advantages** was recorded at South Kingsville (16 comments) and Spotswood (16 comments). In contrast, the majority of the feedback relating to **disadvantages** was recorded at Yarraville (46 comments), South Kingsville (36 comments) and Spotswood (22 comments).

**Table 16: Breakdown of community session comments by question**

Advantages	58
Disadvantages	103
<b>TOTAL</b>	<b>161</b>

The key themes identified in comments regarding the ‘Southern tunnel portal – short tunnel option’ for the Western Distributor are listed in Table 17.

**Table 17: Feedback themes – short tunnel option**

Categories and themes	Total
<b>Concerns</b>	<b>224 (77%)</b>
Concern – open space	90
Concern – amenity and visual	39
Concern – noise	29
Concern – other	24
Concern – proximity of road/structures	19
Concern – air quality	12
Concern – traffic flow and congestion	8
Concern – property value	3
<b>Improvement idea</b>	<b>18 (6%)</b>
Improvement idea – address noise	10
Improvement idea – other	8
<b>Advantages</b>	<b>44 (15%)</b>
<b>Comment/query</b>	<b>5 (2%)</b>
<b>TOTAL</b>	<b>291 (100%)</b>

### Key observations

The Southern tunnel portal – short tunnel option attracted a high level of community feedback, with a total of 291 statements. 77% of all statements recorded raised concerns, 15% of statements commented on advantages of the short tunnel option, such as less disruption and the opportunity to convert the AusNet site to open space, and the other 8% suggested improvements or made general comments.

Concerns related to open space (90 statements), amenity and visual impacts (39 statements) and noise (29 statements). 40% of all concerns related to open space with many references to Hyde Street Reserve and Stony Creek, and some references to Donald McLean Reserve. Concerns were also raised in relation to proximity, vibration, air quality, traffic flow and congestion and property value.

## Email and other formal submissions

Two options were considered for connecting the West Gate Freeway and the Western Distributor tunnels – a short tunnel option and long tunnel option. The short tunnel option places the tunnel portal in Hyde Street Reserve north of the West Gate Freeway with flyovers connecting the freeway and the tunnel portal.

As shown in Table 18, 35 comments were made in relation to the short tunnel option, with all comments raising concerns which included concerns about impacts on open space, noise, air quality and the proximity of the road and structures.

**Table 18: Feedback themes – short tunnel option**

Categories and themes	Total
<b>Concerns</b>	<b>35 (100%)</b>
Concern – open space	7
Concern – noise	7
Concern – air quality	6
Concern – proximity of road/structures	5
Concern – amenity and visual	5
Concern – elevated roads	3
Concern – other	2
<b>Improvement idea</b>	<b>0</b>
<b>Advantages</b>	<b>0</b>
<b>Comment/query</b>	<b>0</b>
<b>TOTAL</b>	<b>35 (100%)</b>

## Southern tunnel portal – long tunnel option

Two options were considered for connecting the West Gate Freeway and the Western Distributor tunnels – a short tunnel option and long tunnel option. The long tunnel option locates the tunnel portals to within the existing reserve of the West Gate Freeway, with one tunnel portal near Williamstown Road and the other further west. Consultation participants were invited to comment on the advantages and disadvantages of the long tunnel option.

Information and questions on the Southern tunnel portal – long tunnel option attracted a **high** level of community feedback, with a total of **185** statements.

As shown in Table 19, the number of statements reported as advantages outweighed the disadvantages. The majority of the feedback relating to **advantages** was recorded at South Kingsville (21 comments), Spotswood (19 comments) and Yarraville (13 comments). In contrast, the majority of the feedback relating to **disadvantages** was recorded at South Kingsville (17 comments) and Spotswood (8 comments) and Yarraville (6 comments).

**Table 19: Breakdown of community session comments by question**

Advantages	72
Disadvantages	46
<b>TOTAL</b>	<b>118</b>

The key themes identified in comments regarding the ‘Southern tunnel portal – long tunnel option’ for the Western Distributor are listed in Table 20.

**Table 20: Feedback themes – long tunnel option**

Categories and themes	Total
<b>Concerns</b>	<b>44 (24%)</b>
Concern – other	12
Concern – proximity of road/structures	8
Concern – amenity and visual impact	7
Concern – noise	5
Concern – impacts on open space	6
Concern – air quality	6
<b>Improvement idea</b>	<b>14 (8%)</b>
Improvement idea – address noise	8
Improvement idea – other	6
<b>Advantages</b>	<b>117 (63%)</b>
Advantages – other	68
Advantages – open space	49
<b>Comment/query</b>	<b>10 (5%)</b>
<b>TOTAL</b>	<b>185 (100%)</b>

## Key observations

The Southern tunnel portal – long tunnel option attracted a high level of community feedback, with a total of **185 statements**. The overall sentiment was supportive with 63% comments about advantages.

58% of comments citing advantages were general comments of support for this option, or referring to a range of different aspects of the long tunnel option, such visual impact, advantages of placing traffic underground earlier and the long term benefits largely outweighing any additional disruption during construction. The remaining 42% cited advantages related to the long tunnel option having a lesser impact on open space, parkland and specific reserves, particularly Hyde Street Reserve.



Most of the 44 comments raising concerns referred to proximity of the road to properties or community facilities, amenity and visual impacts and concerns about noise. 39% of the improvement ideas were recorded at the North Melbourne session and mostly related to improving noise barriers.

### Email and other formal submissions

Two options were considered for connecting the West Gate Freeway and the Western Distributor tunnels – a short tunnel option and long tunnel option. The long tunnel option locates the tunnel portals to within the existing reserve of the West Gate Freeway, with one tunnel portal near Williamstown Road and the other further west.

As shown in Table 21, 14 comments were made in relation to the long tunnel option, with most comments identifying advantages, particularly in relation to preserving open space and confining the road to the existing freeway reserve.

**Table 21: Feedback themes – long tunnel option**

Categories and themes	Total
Concerns	0
Improvement idea	0
Advantages	12 (86%)
Advantages – other	6
Advantages – open space	6
Comment/query	2 (14%)
<b>TOTAL</b>	<b>14 (100%)</b>

## Hyde Street connection options

The Concept Design included five options for providing the connection from the West Gate Freeway to Hyde Street to cater for placard loads which cannot use tunnels. Consultation participants were invited to comment on the advantages and disadvantages of each option.

Information and questions on five options for the Hyde Street connection attracted a **high** level of community feedback with a total of **849** statements made online and at community sessions.

As shown in Table 22, for every option, the number of comments reported as disadvantages outweighed advantages, demonstrating an understanding that each option presents impacts. The majority of the feedback was recorded at South Kingsville.

**Table 22: Breakdown of community session comments by question**

	Advantages	Disadvantages	Total
Option 1 Hyde Street Reserve	18	36	54
Option 2 North	19	53	72
Option 3 South	33	56	89
Option 4 North-South	40	53	93
Option 5 Hall Street	35	62	97
<b>TOTAL</b>	<b>145</b>	<b>260</b>	<b>405</b>

Table 23 provides a summary of comments on the five Hyde Street connection options, grouped by the high level categories of concern, advantages, improvement idea, and comment/query.

**Table 23: Breakdown of feedback by category**

	Concern	Advantages	Improvement idea	Comment/ query	Total
Option 1 Hyde Street Reserve	74	44	5	8	131 (15%)
Option 2 North	64	46	5	7	122 (15%)
Option 3 South	154	34	4	2	194 (23%)
Option 4 North-South	135	44	13	3	195 (22%)
Option 5 Hall Street	142	45	16	4	207 (25%)
<b>TOTAL</b>	<b>569</b>	<b>213</b>	<b>43</b>	<b>24</b>	<b>849 (100%)</b>

## Option 1: Hyde Street Reserve

The 'Hyde Street Reserve' option for the Hyde Street connection is designed for the short tunnel option, and connects next to the AusNet site on the northern border of Hyde Street Reserve.

Information and questions on this option attracted a **high** level of feedback, with a total of **131** statements made online and at community sessions. Consultation participants were asked to identify advantages and disadvantages of each Hyde Street connection option.

As shown in Table 24, the number of comments reported as disadvantages outweighed advantages. The majority of the feedback was recorded at the South Kingsville session.

**Table 24: Breakdown of community session comments by question**

Advantages	18
Disadvantages	36
TOTAL	54

The key themes identified in comments regarding the Hyde Street Reserve option are listed in table 25.

**Table 25: Feedback themes, Hyde Street connection Option 1 – Hyde Street Reserve**

Categories and themes	Total
<b>Concerns</b>	<b>74 (56%)</b>
Concern – open space	28
Concern – proximity of road/structures	14
Concern – other	10
Concern – noise	8
Concern – air quality	7
Concern – elevated roads	7
<b>Improvement ideas</b>	<b>5 (4%)</b>
<b>Advantages</b>	<b>44 (34%)</b>
<b>Comment/query</b>	<b>8 (6%)</b>
<b>TOTAL</b>	<b>131 (100%)</b>

### Key observations

Option 1: Hyde Street Reserve attracted a high level of community feedback, with a total of 131 statements. 56% of statements were recorded at community information sessions. 42% of concerns were recorded at the South Kingsville and Spotswood sessions.

Overall, 56% of comments raised concerns, with 22% of all comments referred to impacts on residents or nearby communities, from the proximity of the road and from noise and air quality impacts, and a further 21% of all comments referring to impacts on open space. 34% of comments reported advantages relating to this option, including reduced impact on residential areas and sporting facilities. 2 comments were made about the possibility of returning industrial land, such as that on the Ausnet site, back into green space and/or made available to the public.

### Email and other formal submissions

#### Hyde Street connection options

The Concept Design included five options for a new connection between the West Gate Freeway and Hyde Street for placard load trucks which cannot use the tunnel.

Options 1 and 2 generated more comments about advantages in the emails and submissions than Options 3, 4 and 5, which generated a large amount of comments raising concerns. It is noteworthy that 65% of emails and

submissions were provided by participants who identified their particular interest or residence was located nearby Options 3, 4 and 5 and indicated a preference for those options not within close proximity.

### **Option 1: Hyde Street Reserve**

The 'Hyde Street Reserve' option for the Hyde Street connection is designed for the short tunnel option, and connects next to the AusNet site on the northern border of Hyde Street Reserve.

As shown in Table 26, 22 comments were made in relation to Option 1: Hyde Street Reserve. Most comments identifying advantages, with many of these comments indicating a preference for Option 1 over options located south of the West Gate Bridge.

**Table 26: Feedback themes, Hyde Street connection Option 1 – Hyde Street Reserve**

<b>Categories and themes</b>	<b>Total</b>
<b>Concerns</b>	<b>3 (14%)</b>
Concern – open space	1
Concern – proximity of road/structures	1
Concern – other	1
<b>Improvement ideas</b>	<b>0</b>
<b>Advantages</b>	<b>18 (82%)</b>
Advantages – open space	4
Advantages – other	14
<b>Comment/query</b>	<b>1 (4%)</b>
<b>TOTAL</b>	<b>22 (100%)</b>

## Option 2: North

The 'North' option for the Hyde Street connection is designed for the long tunnel option, and connects to Hyde Street next to Stony Creek.

Information and questions on this option attracted a **high** level of feedback with a total of **122** statements made online and at community sessions. Consultation participants were asked to identify advantages and disadvantages of each Hyde Street connection option.

As shown in Table 27, the number of comments reported as disadvantages outweighed advantages. The majority of the feedback was recorded at the Spotswood session.

**Table 27: Breakdown of community session comments by question**

Advantages	19
Disadvantages	53
<b>TOTAL</b>	<b>72</b>

The key themes identified in comments regarding the North option are listed in Table 28.

**Table 28: Feedback themes, Hyde Street connection Option 2 – North**

Categories and themes	Total
<b>Concerns</b>	<b>64 (53%)</b>
Concern – open space	42
Concern – elevated roads	12
Concern – noise	7
Concern – other	3
<b>Improvement ideas</b>	<b>5 (4%)</b>
<b>Advantages</b>	<b>46 (38%)</b>
<b>Comment/query</b>	<b>7 (5%)</b>
<b>TOTAL</b>	<b>122 (100%)</b>

### Key observations

Option 2: North attracted a high level of community feedback, with a total of 122 statements. 59% of comments were recorded at community sessions. 35% of concerns were recorded at the South Kingsville and Spotswood sessions.

52% of comments raised concerns, with 33% of comments mentioning concerns about impacts on Stony Creek and open space at Hyde Street Reserve.

38% of statements noted advantages of this option, which included reduced impacts on residential areas and community facilities.

### Email and other formal submissions

The 'North' option for the Hyde Street connection is designed for the long tunnel option, and connects to Hyde Street next to Stony Creek.

As shown in Table 29, 34 comments were made in relation to Option 2: North. 56% or 19 comments identified advantages, with many of these comments indicating a preference for Option 2 over options located south of the West Gate Bridge. 41% or 14 comments identified concerns regarding open space, noise and air quality.

**Table 29: Feedback themes, Hyde Street connection Option 2 – North**

<b>Categories and themes</b>	<b>Total</b>
<b>Concerns</b>	<b>14 (41%)</b>
Concern – open space	3
Concern – noise	3
Concern – air quality	3
Concern – elevated roads	2
Concern – proximity of road/structures	2
Concern – amenity and visual	1
<b>Improvement ideas</b>	<b>0</b>
<b>Advantages</b>	<b>19 (56%)</b>
Advantages – open space	4
Advantages – other	15
<b>Comment/query</b>	<b>1 (3%)</b>
<b>TOTAL</b>	<b>34 (100%)</b>

### Option 3: South

The 'South' option for the Hyde Street connection is designed for the long tunnel option, and connects to Hyde Street via Simcock Avenue.

Information and questions on this option attracted a **high** level of feedback with a total of **194** statements made online and at community sessions. Consultation participants were asked to identify advantages and disadvantages of each Hyde Street connection option.

As shown in Table 30, the number of comments reported as disadvantages outweighed advantages. The majority of the feedback was recorded at the Spotswood session.

**Table 30: Breakdown of community session comments by question**

Advantages	33
Disadvantages	56
<b>TOTAL</b>	<b>89</b>

The key themes identified in comments regarding the South option are listed in Table 31.

**Table 31: Feedback themes, Hyde Street connection Option 3 – South**

Categories and themes	Total
<b>Concerns</b>	<b>154 (80%)</b>
Concern – proximity of road/structures	63
Concern – open space	27
Concern – noise	18
Concern – other	17
Concern – air quality	11
Concern – traffic flow and congestion	10
Concern – elevated roads	8
<b>Improvement idea</b>	<b>4 (2%)</b>
<b>Advantages</b>	<b>34 (17%)</b>
<b>Comment/query</b>	<b>2 (1%)</b>
<b>TOTAL</b>	<b>194 (100%)</b>

### Key observations

Option 3: South attracted a high level of community feedback, with a total of 194 statements. 53% of statements were recorded at community sessions. 33% of concerns were recorded at the South Kingsville and Spotswood sessions.

80% of statements referred to concerns, with 60% of concerns relating to the proximity of the road to properties, community facilities and open space including Emma McLean Kindergarten and Donald McLean Reserve.

17% of statements noted advantages, including reduced impact on open space, Stony Creek and residential areas and the benefits of using industrial land to deliver this connection.

### Email and other formal submissions

The 'South' option for the Hyde Street connection is designed for the long tunnel option, and connects to Hyde Street via Simcock Avenue.

As shown in Table 32, 157 comments were made in relation to Option 3: South. Most (92%) of these comments raised concerns, with 32% of all comments raising concerns about the proximity of the road to properties and community facilities. Impacts for current and future families using Emma McLean Kindergarten were raised by many participants, with concerns relating to proximity, air quality, noise and health implications.

Other frequently raised concerns were impacts on open space (18%), especially Donald McLean Reserve, air quality (13%) and noise (12%). Potential impacts for local businesses were also raised in submissions.

**Table 32: Feedback themes, Hyde Street connection Option 3 – South**

Categories and themes	Total
<b>Concerns</b>	<b>145 (92%)</b>
Concern – proximity of road/structures	50
Concern – open space	28
Concern – air quality	20
Concern – noise	19
Concern – traffic flow and congestion	12
Concern – amenity and visual	6
Concern – property value	4
Concern – elevated roads	3
Concern – other	3
<b>Improvement idea</b>	<b>5 (3%)</b>
<b>Advantages</b>	<b>1 (1%)</b>
<b>Comment/query</b>	<b>6 (4%)</b>
<b>TOTAL</b>	<b>157 (100%)</b>



## Option 4: North-South

The 'North-South' option for the Hyde Street connection is designed for the long tunnel option, and connects to Hyde Street via ramps which run either side of the freeway.

Information and questions on this option attracted a **high** level of feedback with a total of **195** statements made online and at community sessions. Consultation participants were asked to identify advantages and disadvantages of each Hyde Street connection option.

As shown in Table 33, the number of comments reported as disadvantages outweighed advantages. The majority of the feedback was recorded at the Spotswood session.

**Table 33: Breakdown of community session comments by question**

Advantages	40
Disadvantages	53
<b>TOTAL</b>	<b>93</b>

The key themes identified in comments regarding the North-South option are listed in Table 34.

**Table 34: Feedback themes, Hyde Street connection Option 4 – North-South**

Categories and themes	Total
<b>Concerns</b>	<b>135 (69%)</b>
Concern – proximity of road/structures	48
Concern – open space	36
Concern – traffic flow and congestion	13
Concern – noise	13
Concern – other	12
Concern – air quality	9
Concern – elevated roads	4
<b>Improvement idea</b>	<b>13 (7%)</b>
<b>Advantages</b>	<b>44 (23%)</b>
<b>Comment/query</b>	<b>3 (1%)</b>
<b>TOTAL</b>	<b>195 (100%)</b>

### Key observations

Option 4: North-South attracted a high level of community feedback, with a total of 195 statements. 52% of comments were recorded at community sessions. 27% of concerns were recorded at the South Kingsville and Spotswood sessions.

69% of statements referred to concerns, with 43% of all comments relating to concerns about the proximity of the road to properties, community facilities and open space including Emma McLean Kindergarten and Donald McLean Reserve.

23% of statements commented on advantages, which included avoiding elevated ramps over the freeway, and a view that this option balances the impacts for communities on both sides of the West Gate Bridge.

### Email and other formal submissions

The 'North-South' option for the Hyde Street connection is designed for the long tunnel option, and connects to Hyde Street via ramps which run either side of the freeway.

As shown in Table 35, 154 comments were made in relation to Option 4: North-South. The majority of comments (85%) raised concerns, particularly the proximity of the road to properties and community facilities (30%), 17%

raised concerns about open space impacts and air quality (12%) and noise (10%) were frequently raised concerns. The proximity of this option to Emma McLean Kindergarten was also raised in many comments.

5% of comments highlighted advantages of this option, mainly relating to a more equitable share of impacts, and 7% of comments suggested improvements including ensuring any pylons are constructed outside waterways.

**Table 35: Feedback themes, Hyde Street connection Option 4 – North-South**

Categories and themes	Total
<b>Concerns</b>	<b>130 (85%)</b>
Concern – proximity of road/structures	46
Concern – open space	27
Concern – air quality	18
Concern – noise	16
Concern – traffic flow and congestion	12
Concern – property value	4
Concern – other	3
Concern – amenity and visual	2
Concern – elevated roads	2
<b>Improvement idea</b>	<b>11 (7%)</b>
<b>Advantages</b>	<b>8 (5%)</b>
<b>Comment/query</b>	<b>5 (3%)</b>
<b>TOTAL</b>	<b>154 (100%)</b>

## Option 5: Hall Street

The 'Hall Street' option for the Hyde Street connection is designed for the long tunnel option, and connects to Hyde Street via Hall Street and Simcock Avenue.

Information and questions on this option attracted a **high** level of feedback with a total of **207** statements made online and at community sessions. Consultation participants were asked to identify advantages and disadvantages of each Hyde Street connection option.

As shown in Table 36, the number of comments reported as disadvantages outweighed advantages. The majority of the feedback was recorded at the Spotswood and Yarraville sessions.

**Table 36: Breakdown of community session comments by question**

Advantages	35
Disadvantages	62
<b>TOTAL</b>	<b>97</b>

The key themes identified in comments regarding the Hall Street option are listed in Table 37.

**Table 37: Feedback themes, Hyde Street connection Option 5 – Hall Street**

Categories and themes	Total
<b>Concerns</b>	<b>142 (69%)</b>
Concern – proximity of road/structures to properties	67
Concern – traffic flow and congestion	21
Concern – noise	17
Concern – open space	15
Concern – other	12
Concern – air quality	9
Concern – elevated roads	1
<b>Improvement idea</b>	<b>16 (8%)</b>
<b>Advantages</b>	<b>45 (21%)</b>
<b>Comment/query</b>	<b>4 (2%)</b>
<b>TOTAL</b>	<b>207 (100%)</b>

### Key observations

Option 5: Hall Street attracted a high level of community feedback, with a total of 207 statements. 51% of comments were recorded at community sessions. 22% of all concerns were recorded at the South Kingsville and Spotswood sessions. 62% of all concerns were reported online.

69% of statements referred to concerns, with 65% of concerns relating to the proximity of the road to properties, community facilities and open space such as Donald McLean Reserve and associated concerns about noise and air quality impacts. This option generated the highest number of concerns regarding impacts to Emma McLean Kindergarten.

21% of statements referred to advantages of this option, including reduced impact to residential areas and community facilities, avoiding the need for elevated roads and making use of industrial land to provide the new connection.

### Email and other formal submissions

The 'Hall Street' option for the Hyde Street connection is designed for the long tunnel option, and connects to Hyde Street via Hall Street and Simcock Avenue.

As shown in Table 38, 159 comments were made in relation to Option 5: Hall Street. Most (92%) of these raised concerns, with 30% of all comments raising concerns about the proximity of the road to properties and community facilities. Impacts for current and future families using Emma McLean Kindergarten were again raised by many participants in relation to this option.

Other frequently raised concerns were impacts on open space (16%), especially Donald McLean Reserve, air quality (13%) and noise (12%). Potential impacts for local businesses were also raised in submissions.

**Table 38: Feedback themes, Hyde Street connection Option 5 – Hall Street**

Categories and themes	Total
<b>Concerns</b>	<b>147 (92%)</b>
Concern – proximity of road/structures	48
Concern – open space	26
Concern – air quality	21
Concern – noise	19
Concern – traffic flow and congestion	16
Concern – other	5
Concern – property value	4
Concern – amenity and visual	4
Concern – elevated roads	4
<b>Improvement idea</b>	<b>5 (3%)</b>
<b>Advantages</b>	<b>1 (1%)</b>
<b>Comment/query</b>	<b>6 (4%)</b>
<b>TOTAL</b>	<b>159 (100%)</b>

## Tunnel, northern portal and bridge

The concept design for the section of the project from the tunnel to Footscray Road includes the northern tunnel portal industrial land between Whitehall Street and the Maribyrnong River, a new bridge to provide the additional crossing of the Maribyrnong River, a new connection over the river to Mackenzie Road to improve port access, and an elevated motorway that will run above Footscray Road.

Information and questions on this section of the concept design attracted a **high** level of community feedback, with a total of **242** statements made online and at community sessions.

As shown in Table 39, the number of statements reported as disadvantages outweighed the advantages. The majority of the feedback relating to **disadvantages** was recorded at Yarraville (24 comments), South Kingsville (21 comments) and Spotswood (17 comments). Many of the **ideas for managing impacts** were recorded at South Kingsville (18 comments), Spotswood (18 comments) and Yarraville (15 comments).

**Table 39: Breakdown of community session comments by question**

Advantages	9
Disadvantages	83
Ideas for managing impacts	68
<b>TOTAL</b>	<b>160</b>

The key themes identified in comments regarding the concept design for the 'Tunnel, northern portal and bridge' section of the Western Distributor are listed in Table 40.

**Table 40: Feedback themes: Tunnel, northern portal and bridge**

Categories and themes	Total
<b>Concerns</b>	<b>130 (54%)</b>
Concern – noise	27
Concern – amenity and visual	25
Concern – open space	23
Concern – air quality	16
Concern – other	14
Concern – proximity of road/structures	9
Concern – traffic flow and congestion	9
Concern – property value	4
Concern – vibration	3
<b>Improvement idea</b>	<b>91 (37%)</b>
Improvement idea – tunnel portal and ramp locations	38
Improvement idea – other	25
Improvement idea – address noise	13
Improvement idea – bridge location/design	11
Improvement idea – active transport	4
<b>Advantages</b>	<b>5 (2%)</b>
<b>Comment/query</b>	<b>16 (7%)</b>
<b>TOTAL</b>	<b>242 (100%)</b>

## Key observations

The tunnel, northern portal and bridge section of the concept design attracted a high level of community feedback, with a total of 242 statements. A prominent concern raised in comments regarding this section of the concept design was the proximity of the new Maribyrnong River crossing and Mackenzie Road connection to the Docklands Cotton Mills.

24% of the 130 comments regarding concerns highlighted noise and visual impacts for businesses and other activities at the Cotton Mills. Several comments about the new bridge indicated concern about impacts on the use, visual amenity and enjoyment of the Maribyrnong River and surrounding open spaces (18%).

91 comments offered suggestions for changes or improvements to the concept design, with over 40% of this feedback asking either for the bridge to be moved to the south or for the tunnel to be extended under the river to place the portal away from the Cotton Mills area. Conversely, several participants suggested extending the tunnel, moving the road alignment and tunnel portal to the north to move it away from Yarraville Gardens.

20% of the 91 comments mentioned ideas including moving the project to another area, extending truck bans and ensuring tolls are set at the right level to avoid discouraging use by trucks.

## Email and other formal submissions

The concept design for the section of the project from the tunnel to Footscray Road includes the northern tunnel portal industrial land between Whitehall Street and the Maribyrnong River, a new bridge to provide the additional crossing of the Maribyrnong River, a new connection over the river to Mackenzie Road to improve port access, and an elevated motorway that will run above Footscray Road.

As shown in Table 41, 46 comments were made in relation to the tunnel, northern portal and bridge section of the project. 83% of comments raised concerns, mostly regarding the introduction of the new bridge over the Maribyrnong River, the proximity of the structure to businesses in the Docklands Cotton Mills, and associated concerns about air quality, noise and to a lesser extent, vibration.

17% of comments suggested improvements, mostly involving extending the tunnel under the Maribyrnong River and placing the tunnel portal elsewhere.

**Table 41: Feedback themes: Tunnel, northern portal and bridge**

Categories and themes	Total
<b>Concerns</b>	<b>38 (83%)</b>
Concern – elevated roads	10
Concern – air quality	7
Concern – proximity of road/structures	5
Concern – amenity and visual	5
Concern – noise	5
Concern – vibration	3
Concern – property value	2
Concern – open space	1
<b>Improvement idea</b>	<b>8 (17%)</b>
<b>Advantages</b>	<b>0</b>
<b>Comment/query</b>	<b>0</b>
<b>TOTAL</b>	<b>46 (100%)</b>

## Footscray Road/City access and bypass

Under the concept design, an elevated motorway would run above Footscray Road with connections to CityLink north, Footscray Road, Dynon Road, the port via Appleton Dock Road and an extension of Wurundjeri Way. Consultation participants were invited to comment on the advantages and disadvantages.

Information and questions on this section of the concept design attracted a **moderate-to-high** level of community feedback with a total of **88** statements.

As shown in Table 42, the number of statements reported as disadvantages outweighed the advantages. The majority of the feedback relating to **disadvantages** was recorded at North Melbourne (18 comments) and Docklands (12 comments). Most of the **ideas for managing impacts** were recorded at North Melbourne (14 comments) and Docklands (6 comments).

**Table 42: Breakdown of community session comments by question**

Advantages	9
Disadvantages	43
Ideas for managing impacts	21
<b>TOTAL</b>	<b>73</b>

The key themes identified in comments regarding the concept design for the 'Tunnel, northern portal and bridge' section of the Western Distributor are listed in Table 43.

**Table 43: Feedback themes – Footscray Road/City access and bypass**

Categories and themes	Total
<b>Concerns</b>	<b>28 (32%)</b>
Concern – other	6
Concern – traffic flow and congestion	6
Concern – open space	5
Concern – amenity and visual impact	4
Concern – noise	3
Concern – air quality	3
Concern – proximity of road/structures	1
<b>Improvement ideas</b>	<b>44 (50%)</b>
Improvement idea – urban design	16
Improvement idea – active transport	15
Improvement idea – other	13
<b>Advantages</b>	<b>8 (9%)</b>
<b>Comment/query</b>	<b>8 (9%)</b>
<b>Total</b>	<b>88 (100%)</b>

### Key observations

Feedback on this section of the Concept Design addressed a broad spread of both concerns and improvement ideas. Information and questions on this section of the concept design attracted a **moderate-to-high** level of community feedback with a total of **88** statements.

32% of all feedback raised concerns about a range of impacts including traffic flow and congestion in the inner west and north of the city and impacts on Moonee Ponds Creek.

50% of all comments suggested improvement ideas. Several comments indicated a preference for prioritising public and active transport projects over road improvements. The majority of the 44 improvement ideas recorded suggested improvements for cycling and pedestrian access as well as requests for high quality urban design and landscaping approaches. There were several references to connections with e-Gate land.

## Feedback on planning and construction topics

This section presents the main findings from the community information sessions and online feedback in relation to planning and construction topics which will be considered in the preparation of the Environment Effects Statement (EES) for the Western Distributor.

816 comments regarding the seven planning and construction topics were provided online and at the community information sessions. Table 44 details the number of comments for each topic in the four categories.

**Table 44: Summary of comments on planning topics and impacts**

Planning and construction topics	Concern	Improvement idea	Comment/ query	Total
Air quality	34	35	6	75
Human health	49	0	7	56
Managing construction	104	30	2	136
Traffic noise	111	77	6	194
Traffic	23	33	6	62
Active transport	N/A	N/A	172 comments on important areas/top priorities	172
Urban design	N/A	N/A	121 comments on important areas and design principles	121
<b>TOTAL</b>	<b>321</b>	<b>175</b>	<b>320</b>	<b>816</b>

Of the 816 comments, 39% raised concerns. While the nature of concerns varied, the sentiment generally related to noise and other amenity impacts for residents, and concerns about air quality and health.

Urban design, extended restrictions on trucks in residential areas, and improvements to cycling and walking infrastructure across the inner west were frequently raised as improvement ideas and opportunities in feedback on the planning and construction topics.



## Air quality

Air quality is one of 17 areas that will be addressed in the EES through a detailed impact assessment. The air quality impact assessment will include an overview of the existing conditions and an analysis of potential change in air quality.

During the Concept Design consultation phase, participants were invited to comment on air quality (and how it will be measured, assessed and managed), raise concerns and suggest ideas to address concerns.

In the community sessions, feedback was sought as follows: “What are your main concerns about air quality in relation to the Western Distributor project?”, “What would help address your concerns?” and “After talking with the air quality specialist, has your thinking on this issue changed? If so, how?”

In the online consultation platform, feedback was sought as follows: “What are your main concerns about air quality in relation to the Western Distributor project?”, “What would help address your concern/s?”, “Did you find the air quality discussion paper and video helpful?” and “Do you have any ideas about how they could be improved?”

Information provided and questions posed online and at the community sessions attracted a **moderate to high** level of community feedback, with a total of **75** statements. Table 45 provides a breakdown of comments by category.

**Table 45: Air quality comments by category**

Category	Community information sessions	Online	Total
Concern	25	9	<b>34 (46%)</b>
Improvement idea	21	14	<b>35 (47%)</b>
Comment/query	0	6	<b>6 (7%)</b>
<b>TOTAL</b>	<b>46 (61%)</b>	<b>29 (39%)</b>	<b>75 (100%)</b>

The key themes identified in comments regarding air quality are listed in Table 46.

**Table 46: Feedback themes – air quality**

Categories and themes	Total
<b>Concern</b>	<b>34 (46%)</b>
Concern – pollution/emissions	23
Concern – ventilation system and structure	6
Concern – impact assessment approach	5
<b>Improvement idea</b>	<b>35 (47%)</b>
Improvement idea – assessment approach and information	15
Improvement idea – consultation and design development	12
Improvement idea – truck restrictions	8
<b>Comment/query</b>	<b>6 (7%)</b>
<b>TOTAL</b>	<b>75 (100%)</b>

### Key observations

Air quality attracted moderate-to-high community interest, with a total of 75 statements. 61% of statements were recorded at community information sessions and overall, a similar number of concerns and improvement ideas for addressing concerns were proposed.

27% of all comments related to how air quality changes will be understood and assessed, with some concerns and several requests for more information.

The overall sentiment about air quality related to concerns about impacts from pollution/emissions (31%) with existing air quality a recurring concern, and several comments about the ventilation structures, ventilation technology and air quality near the tunnel portal.

The most common improvement ideas related to measuring air quality and sharing information about the findings (20% of all comments); the design of the ventilation system and location of ventilation structures (16%); and truck restrictions (11%).

## Human health

The human health impacts of the project are one of the 17 areas that will be addressed in the EES through a detailed impact assessment. The human health impact assessment will consider how the project's construction and operation may benefit or impact human health, including consideration of social changes and health impacts of vehicle emissions and noise.

During the Concept Design consultation phase, participants were invited to comment on human health risks and benefits and how effects on health will be assessed for the project.

In the community information sessions, feedback was sought as follows: "What is your top human health concern?" Human health attracted a **moderate** level of community feedback, with a total of **56** statements, as shown in table 47.

**Table 47: Human health comments by category**

Category	Total
Concern	49 (88%)
Comment/query	7 (12%)
<b>Total</b>	<b>56 (100%)</b>

### Key observations

Human health attracted a moderate level of community feedback, with a total of 56 statements.

88% of statements related to concerns, with 36% mentioning concerns about air quality (20 statements) as well as comments about tunnel ventilation and structures (5 statements), trucks on residential streets (12 statements), environment (5 statements), noise (4 statements) and contaminants (3 statements).

## Managing construction

Impacts from construction will be considered in several of the impact assessments to be conducted as part of the Environment Effects Statement, and part of the EES process will involve setting out the requirements that construction contractors need to meet to manage impacts during the works.

During the Concept Design consultation phase, participants were invited to comment on how they may be affected by construction works; their number one concern and ideas for addressing concerns.

Both online and at the community sessions, community members were invited to comment on how the project will be built and how construction impacts can be best managed. Feedback was sought as follows: "From what you understand about the project, how do you think the construction works might affect you?", "What is your number one concern?" and "What would help address this concern?"

Information provided and questions posed online and at the community sessions attracted a **high** level of community feedback, with a total of **136** statements. Table 48 provides a breakdown of comments by category.

**Table 48: Managing construction comments by category**

Category	Community information sessions	Online	Total
Concern	64	40	104 (76%)
Improvement idea	20	10	30 (22%)
Comment/query	2	0	2 (2%)
<b>TOTAL</b>	<b>86 (63%)</b>	<b>50 (37%)</b>	<b>136 (100%)</b>

The key themes identified in comments regarding managing construction are listed in Table 49.

**Table 49: Feedback themes – managing construction**

Categories and themes	Total
<b>Concern</b>	<b>104 (76%)</b>
Concern – traffic and access	26
Concern – residential amenity	25
Concern – noise	17
Concern – air quality	12
Concern – other	8
Concern – vibration	7
Concern – business disruption	5
Concern – open space and recreation	4
<b>Improvement idea</b>	<b>30 (22%)</b>
<b>Comment/query</b>	<b>2 (2%)</b>
<b>TOTAL</b>	<b>136 (100%)</b>

## Key observations

Managing construction attracted a high level of community feedback, with a total of 136 statements. 63% of statements were recorded at community information sessions and overall, significantly more concerns were recorded than improvement ideas.

Comments about managing construction related to concerns about traffic and access (26 statements), residential amenity (25 statements), noise (17 statements), vibration (7 statements), air quality (12 statements), business disruption (5 statements) and open space and recreation (4 statements).

The overall sentiment in the improvement ideas for addressing concerns related to information about how impacts will be assessed and communicated, with suggestions including conducting property condition surveys prior to works, ensuring traffic diversions are well planned and communicated and managing amenity impacts during nightworks.

## Traffic noise

Traffic noise is one of 17 areas that will be addressed in the EES through a detailed impact assessment. The noise impact assessment will include an overview of the existing conditions and an analysis of potential changes in noise and required noise treatments.

During the Concept Design consultation phase, participants were invited to comment on traffic noise (from upgraded and new sections of road and how it will be assessed and managed), raise concerns and suggest ideas to address concerns.

In the community information sessions, feedback was sought as follows: “What are your main concerns about traffic noise in relation to the Western Distributor project?”, “What would help address your concern/s?” and “After talking with the noise specialist, has your thinking on this issue changed? If so, how?”

In the online consultation platform, feedback was sought as follows: “What are your main concerns about traffic noise in relation to the Western Distributor project?”, “What would help address your concern/s?”, “Did you find the noise discussion paper and video helpful?” and “Do you have any ideas about how they could be improved?”

Information provided and questions posed online and at the community sessions attracted a **high level** of community feedback, with a total of **194** statements. Table 50 provides a breakdown of comments by category.

**Table 50: Noise comments by category**

Type of statement	Community information sessions	Online	Total
Concern	90	21	<b>111 (57%)</b>
Improvement idea	60	17	<b>77 (40%)</b>
Comment/query	6	0	<b>6 (3%)</b>
<b>TOTAL</b>	<b>156 (80%)</b>	<b>38 (203%)</b>	<b>194 (100%)</b>

The key themes identified in comments regarding noise are listed in Table 51.

**Table 51: Feedback themes – noise**

Categories and themes	Total
<b>Concern</b>	<b>111 (57%)</b>
Concern – amenity	33
Concern – specific location	26
Concern – new barriers	22
Concern – during construction	15
Concern – assessment approach	9
Concern – other	4
Concern – existing noise	2
<b>Improvement idea</b>	<b>77 (40%)</b>
Improvement idea – noise barriers	41
Improvement idea – assessment approach	10
Improvement idea – managing traffic	8
Improvement idea – other	7
Improvement idea – noise treatments on properties	6
Improvement idea – night noise	5
<b>Comment/query</b>	<b>6 (3%)</b>
<b>Total</b>	<b>194 (100%)</b>

**Key observations**

Traffic noise attracted a high level of community feedback, with a total of 194 statements. 80% of statements were recorded at community information sessions and overall, more concerns were reported than improvement ideas.

17% of all comments raised concerns about the amenity impacts of traffic noise, in residential homes and also in open space and recreation areas, and 13% nominated specific locations of concern including the West Gate Freeway/Williamstown Road interchange and the Docklands Cotton Mills near the new bridge over the Maribymong River.

The quality and effectiveness of noise barriers was raised as a concern (11% of comments) and also generated the most improvement ideas with 20% of all statements suggesting locations for new noise barriers and requesting effective barriers.

## Traffic

Traffic and transport is one of 17 areas that will be addressed in the EES through a detailed impact assessment. The traffic impact assessment will assess the expected changes in traffic both without and with the Western Distributor Project, and identify any issues that need to be addressed.

During the Concept Design consultation phase, participants were invited to comment on expected improvements and changes to traffic.

In the community information sessions, feedback was sought as follows: “What is your top traffic concern?” and “What would help address this concern/s?” One online submission (story-telling option) reported referred to traffic and tolls and is presented in this section.

Traffic attracted a **moderate** level of community feedback, with a total of **62** statements, as shown in Table 52.

**Table 52: Traffic comments by category**

Type of statement	Total
Concern	23 (37%)
Improvement idea	33 (53%)
Comment/query	6 (10%)
<b>TOTAL</b>	<b>62 (100%)</b>

The key themes identified in comments regarding traffic are listed in Table 53.

**Table 53: Feedback themes – traffic**

Categories and themes	Total
<b>Concern</b>	<b>23 (37%)</b>
Concern – varied issues	23
<b>Improvement idea</b>	<b>33 (53%)</b>
Improvement idea – truck restrictions	20
Improvement idea – other transport improvements	10
Improvement idea – other	3
<b>Comment/query</b>	<b>6 (10%)</b>
<b>TOTAL</b>	<b>62 (100%)</b>

### Key observations

Traffic attracted a moderate level of community feedback, with a total of 62 statements. More improvement ideas were reported than concerns. 45% of concerns were recorded at the South Kingsville and Spotswood sessions.

As the 37% of comments that comprised concerns were varied, obvious themes did not emerge. Several comments indicated concern about congestion points and that trucks may continue to use residential streets and not the tunnel to avoid tolls.

A third of all comments were improvement ideas relating to the introduction, enforcement or extension of truck restrictions on local, residential streets.

## Active transport

Opportunities to improve facilities for cycling and walking are being considered in the development of the Western Distributor.

During the Concept Design consultation phase, participants were invited to comment on how they ride and walk in the project area and where improvements could help more people cycle and walk more often.

In the community information sessions, feedback was sought as follows: “Which improvement to the local active transport network is the top priority in your area?” In the online consultation platform, feedback was sought via an interactive map where participants could identify a pin location, identify a location as an “important route” or “priority for improvement” and then enter a comment, votes up, votes down and additional comments.

Active transport attracted a **high level** of community feedback, with a total of **172** statements, as shown in Table 54.

**Table 54: Active transport comments by category**

Type of statement	Community information sessions	Online	Total
Comment – top priority, important route	76	96	172
<b>TOTAL</b>	<b>44%</b>	<b>56%</b>	<b>100%</b>

As shown in Table 55 statements have been grouped by specific location, where a location was referred to in the statement or evident via the pin location for online submissions. Those statements where no location was specified are presented in Appendix 6.

**Table 55: Feedback themes – active transport**

Themes by location	Total
<b>Comment – top priority, important route</b>	<b>172</b>
Federation Trail	23
Hyde Street	17
Footscray Road	16
Dynon Road	10
Appleton Dock Road	3
Andrews Street	2
Blackshaws Road	3
Cruikshank Park	2
Ferguson Street	2
Francis Street	6
Hopkins Street	3
Kororoit Creek trail	4
Maribyrnong River	6
Millers Road	8
Moonee Ponds Creek Trail	2
Napier Street	5
Shepherds Bridge	4
Simcock Avenue	5
Sims Street	3
Somerville Road	3
Wembley Avenue	4
West Gate Bridge/Freeway	6
Whitehall Street	3
Single reference to location	6
Other – unspecified location	26



**Key observations**

Active transport attracted a high level of community feedback, with a total of 172 statements, 56% of statements were recorded online via the interactive map.

A total of 23 locations were referred to two or more times in the statements. The most frequently referred to locations were Federation Trail (23 statements), Hyde Street (17 statements), Footscray Road (16 statements) and Dynon Road (10 statements). Although feedback was gathered at all community information sessions, the most feedback was recorded at Footscray (28%) and South Kingsville (24%).

The feedback highlighted perceived gaps in the cycling network and priority areas for improvements that are a currently a barrier or safety concern for cyclists. For example, around Millers Road to connect to Sunshine, the Federation Trail, and Footscray Road and Dynon Road which are key routes for access between the west, central business district and inner north.

## Urban design

Urban design guidelines are being developed for the Western Distributor. They will be provided to the construction contractor who will design and build the Western Distributor and will provide guidance for how the road should function, look and fit within the surrounding natural and built environments.

During the Concept Design consultation phase, participants were invited to offer words that describe their local area and comment on the eight urban design principles (identity; connectivity and wayfinding; urban integration; resilience and sustainability; amenity; vibrancy; safety and accessibility) that have been drafted to inform the development of the project.

In the community information sessions, feedback was sought as follows: “In three words, how would you describe your local area and what it means to you?” and “Which urban design principles are most important to you? Why?”

Urban design attracted a **high level** of community feedback, with a total of **121** statements, as summarised in Table 56.

**Table 56: Urban design comments by design principle categories**

Type of statement	Total
Identity (distinctive, landscaping, vegetation, designed for communities and users)	41 (34%)
Connectivity and wayfinding (signage, connections other transport)	6 (5%)
Urban integration (open space environment for community and users)	11 (9%)
Resilience and sustainability (enduring, sustainable)	10 (8%)
Amenity (environment through which motorway passes)	14 (12%)
Vibrancy (civic spaces, good experiences)	11 (9%)
Safety	6 (5%)
Accessibility	3 (2%)
Other	19 (16%)
<b>TOTAL</b>	<b>121 (100%)</b>

### Key observations

Urban design attracted a high level of community feedback, with a total of 121 statements. 34% of statements related to the urban design principle of identity, of which 37% were recorded at the Yarraville session. 12% of statements related to amenity. 16% of statements did not appear to relate to a specific urban design principle and referred to topics such as assessment, traffic, urban design pictures and offsets.

Many participants highlighted a preference for extensive landscaping to improve important open space areas and soften or shield structures including noise walls. Several participants focused on the design of the ventilation structures or the new bridge over the Maribyrnong River, with a desire to see various options for this design. The design of noise walls also generated several comments, with a preference for high quality materials.

## Appendix 1 – Proposal Design Update participation analysis

### Participation profile – online submissions

When providing an online submission, participants were **required** to report their self-identified postcode.

As shown in Table A1, a total of **250** online submissions were received. The majority of submissions were from the postcode of **3013**, which relates to the suburb of **Yarraville**.

**Table A1: Summary of submissions based on postcode**

Postcode	Suburb/s relevant to postcode	Number of submissions
3013	Yarraville	192
3015	Newport, South Kingsville, Spotswood	30
3012	Brooklyn, Kingsville, Maidstone, Tottenham, West Footscray	9
3011	Footscray, Seddon, Seddon West	4
3068	Clifton Hill, Fitzroy North	4
3016	Williamstown, Williamstown North	2
3030	Cocoroc, Derrimut, Point Cook, Quandong, Werribee, Werribee South	2
3151	Burwood East, Burwood Heights	2
3000	Melbourne	1
3029	Hoppers Crossing, Tarneit, Truganina	1
3124	Camberwell, Camberwell North, Camberwell South, Camberwell West, Hartwell	1
3172	Dingley, Springvale South	1
3184	Brighton Road, Elwood	1
<b>Total</b>		<b>250</b>

A total of **113** individuals self-reported different email addresses and more than half of the 250 submissions were made by 48 participants. As shown in Table A2 there were **48** instances of multiple submissions being made from the same self-reported email address. The corresponding postcode is also listed in Table A2.

**Table A2: Summary of multiple submissions made based on postcode**

No. of submissions from single email address	No. of individuals entering multiple submission/s	Postcodes applicable to multiple submissions
2 submissions	19	3012, 3013 (12), 3015 (4), 3016, 3151
3 submissions	12	3013 (10), 3015, 3016
4 submissions	9	3012, 3013 (6), 3015 (2)
5-10 submissions	7	3013 (7)
25 submissions	1	3013 (1)
<b>Total</b>	<b>48</b>	

### Participation profile – community session feedback forms

Three drop-in style community sessions were held to discuss the Proposal Design Update at the Yarraville Community Centre, South Kingsville Community Centre and Yarraville Club. Participants attending community sessions were offered the opportunity to share their views by completing a feedback form (see Appendix 4). It was **optional** for participants to report their self-identified name, address and email details in the feedback form.

As shown in Table A3, a total of **120** feedback forms were submitted. Many submissions (**56 of 120**) were from Yarraville (**3013**). Although a number of participants (**31**) did not state an address, based on the range of addresses reported, the online consultation appears to have attracted a greater volume of submissions across a broader range of suburbs than the community sessions.

**Table A3: Summary of submissions made based on postcode**

Postcode	Suburb/s relevant to postcode	Number of submissions
3013	<b>Yarraville</b> (56)	56
3015	Newport, <b>South Kingsville</b> (5), <b>Spotswood</b> (12)	17
3011	<b>Footscray</b> (1) <b>Seddon</b> (6), Seddon West	7
3012	<b>Brooklyn</b> (2), <b>Kingsville</b> (1), Maidstone, Tottenham, West Footscray	3
3025	<b>Altona North</b> (3)	3
3030	Cocoroc, Derrimut, Point Cook, Quandong, <b>Werribee</b> (1), Werribee South	1
3066	<b>Collingwood</b> (1)	1
3828	<b>Koroit</b> (1)	1
3068	Clifton Hill, Fitzroy North	0
3016	Williamstown, Williamstown North	0
3151	Burwood East, Burwood Heights	0
3000	Melbourne	0
3029	Hoppers Crossing, Tarneit, Truganina	0
3124	Camberwell, Camberwell North, Camberwell South, Camberwell West, Hartwell	0
3172	Dingley, Springvale South	0
3184	Brighton Road, Elwood	0
	<b>Not stated</b>	31
<b>Total</b>		<b>120</b>

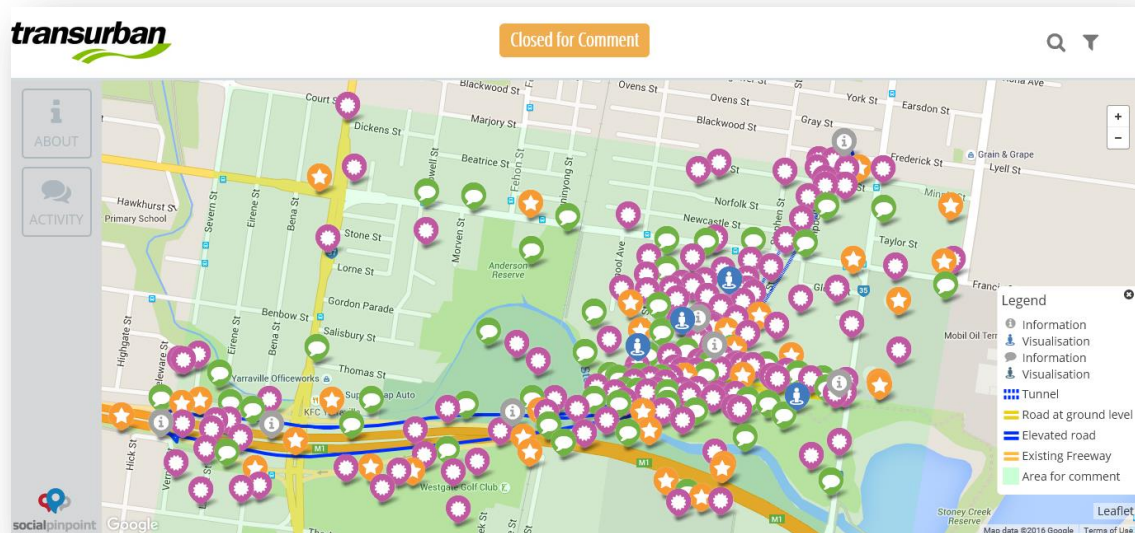
Given the prevalence of individuals entering multiple online submissions, a cross-check of self-identified email addresses was conducted. A total of **24** individuals provided **both** an online submission and a completed feedback form.

## Appendix 2 – Proposal Design Update interactive maps with pinned comments

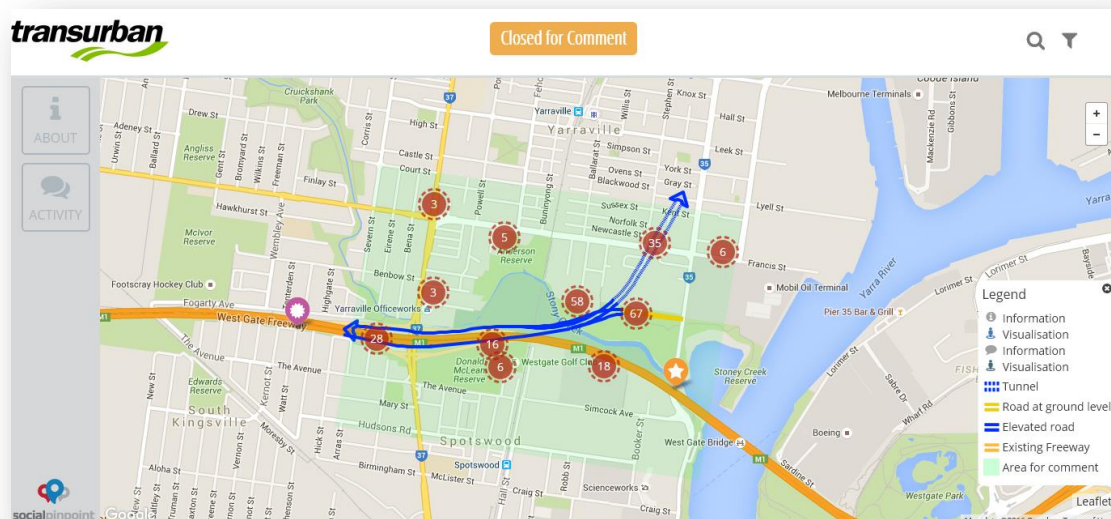
### Visual display of locations and sections of the Proposal Design attracting comments

The extent to which specific geographical locations and sections of the proposal design refinements attracted comments, concerns and improve ideas is displayed in the charts below.

As displayed in these charts, two particular areas on the interactive map attracted many personalised statements, specifically the area at the start/end of the elevated road near Hyde Street (67) as well as Stony Creek/Reserve (58). The area around Francis Street, at the start/end of the elevated road in Yarraville and parklands/open space also attracted many responses (35, 28, 18 and 16 respectively).



Legend: I have a comment ... I'm concerned about ... I have an idea for future improvements ...



## Level of support and vote allocations for published comments

To understand the level of support for the personalised statements, the below table presents the statements for each of the three categories (comment, concern, improve ideas) that attracted at least 1% or 15 up votes and at least 1% or 3 down votes. Participants could indicate whether or not they supported the sentiment in a previously published statement by allocating an unspecified number of votes up or down. As there was no restriction on the voting option, keen participants could allocate unlimited votes for their own or other statements. **Thus, these findings should be interpreted with caution.**

As shown in the below tables, **four comment** statements, **22 concerns** statements and **two improve** statements attracted 15 or more votes of support (up votes).

### Comment statements with 15 or more votes of support (up votes)

#### I have a general comment ...

	Up votes	Down votes
I ride this road every day, and sharing it with all the trucks is not great for my blood pressure. Getting the trucks off these streets will be brilliant for the area, and possible save my life	17	6
Why not build the elevated roads adjacent to the bridge and join to Hyde Street as the original labour government plans and make the tunnel under the industrial land and leave families	15	2
Originally this is where the tunnel was to begin. Now due to short term pain during construction we are going to destroy stony creek reserve to make it easier to construct. Short sighted silliness!	15	2
A lazy, poorly disguised attempt to reduce tunnelling costs. What value does Transurban put on the local amenity, open space in an urban area, environmental issues, and impact on residents?	15	0

### Concern statements with 15 or more votes of support (up votes)

#### I'm concerned about ...

	Up votes	Down votes
The proportion of the reserve that will be consumed by the footprint of the roads is staggering.	25	0
There is already a shortage of open space in the west. Very sad		
What happened to there being no acquisition of parkland previously communicated by Transurban? Our city is becoming denser and denser, our open space is as valuable an asset as any other infrastructure	23	1
Stats from previous tunnel building in Australia show that homes within 550m of a tunnel portal/exhaust stack lose 10% value/year during the construction phase. This distance should be maintained at a minimum!!	21	0
I am concerned about construction of tunnel and how it can damage my home. I am also concerned of the elevated road and the noise it can still create. Worried where ventilation structures will be erected	20	0
I don't like to see four lanes of elevated traffic added to the plan. The tunnel to beyond the Williamstown Rd ramps as originally suggested (or to west of the railway?) was much better for air and noise	20	0
Why not put the tunnel entrance here to preserve parks and Hyde Street connection south of Westgate Freeway in disused industrial land away from residents?	20	1
Trucks using engine breaks when coming off the west gate is already a noise issue. Building ramps closer to houses will only make the issue worse	19	1
This is awful!!! Stony Creek is developing into a beautiful park and you are going to turn it into a spaghetti junction. Also far too close to the residents south of Francis street	19	2
Crazy idea to move the tunnel portal from the Westgate Freeway and dissect the park with a new freeway junction. Access for trucks from Hyde Street should be via separate ramps next to Westgate	18	0
These are residential streets - what is being done about truck noise from trucks descending from an elevated road into the proposed tunnel (i.e. braking noise)?	18	0
Let's be honest - this new proposal is the cheaper alternative to the original proposal. And it gives us negative impacts on locals and loss of already limited green space.	18	1
This is at the end of my street and not as previously planned. Not happy! this is too close. Not only will there be damage to residents homes there will be serious pollution to stony creek reserve.	18	1
I am very concerned about the road traffic noise in this area. Currently the road noise is	17	0

unacceptable as there is no noise barrier from the raised FWY level. I presume this could become worse.

Residents in the immediate surrounding area will likely be impacted by the increased noise and pollution from widening of the roads. Additional sound barrier walls and vegetation is needed	17	1
The tunnel should start a bit earlier - before Stony Creek because it's sad to see the park is gone which it's our favourite park	17	1
My daughter was in tears at the thought of losing the dog park, so sad, so sad. We could cope with having a tunnel under our house, but a truck highway at the end of the street is beyond belief	16	1
The docks/industrial land on Maribyrnong river will be rezoned to mixed use in the next 30 years.	16	2
The tunnel should extend under the river to the flower market to allow Yarraville to join the river		
Will trucks be banned from using Francis St? From what I have heard trucks use Francis St now to avoid tolls	15	0
This is just moving the problem from the north to the south of our properties and increasing it with vehicles using the tunnel. There's no guarantees this will remove trucks from residential roads	15	0
Live in Hughes Street, so disappointed with changes. So much more impact on residents in area-amenity, property value, health (vent stacks? exhaust from elevated section), loss of park. Please reconsider!!	15	0
Will there be ventilation stacks dumped here as well? This new proposal has a very significantly negative impact on local residents. NOT HAPPY!	15	0
An elevated road appears to be a cost saving measure, as opposed to a tunnel, to the detriment of Stony Creek Reserve and the residents of Yarraville and Spotswood	15	1

#### Improve statements with 15 or more votes of support (up votes)

##### I have an idea for future improvements ...

	Up votes	Down votes
I believe this area should be used as an elevated road and connected to Hyde Street rather than the other side because it would be sad to see the park is gone. Use former factory area that are not used	26	48
Connect to Hyde Street for off-ramp and Douglas Parade for on-ramp here. Ramps connect to Westgate at Williamstown Rd. You can then keep the tunnel as originally proposed, and avoid impact to the reserve	17	0

As shown in the below tables, in relation to down votes, **seven comment** statements, **four concerns** statements and **four improve** statements attracted 3 or more votes against (down votes).

#### Comment statements with 3 or more votes against (down votes)

##### I have a general comment ...

	Up votes	Down votes
I ride this road every day, and sharing it with all the trucks is not great for my blood pressure.	17	6
Getting the trucks off these streets will be brilliant for the area, and possibly save my life!		
This alignment is fantastic. It will get the petrol tankers off Francis St, and so long as the parkland is landscaped and upgraded - right now it is pretty average as a park - overall it is a huge plus	0	6
This land near Stony Creek is a bit of a mess. Why not utilize it for the tunnel portal, saving local homes from potential value drop. Real estate in the area is mainly industrial	3	5
I commute from Hoppers Crossing by car and think this Transurban proposal is brilliant. Crack on and get it done	9	4
I like this new proposal as it get trucks off out roads	1	4
Would it not make more sense to start the tunnel on Hyde Street and reduce visual impact, reduce noise it would also leave the park alone	1	3
I like the design update	0	3

#### Concern statements with 3 or more vote against (down votes)

##### I'm concerned about ...

	Up votes	Down votes
These ramps will be amazing. They'll remove the petrol trucks and shipping trucks from Francis Street/Williamstown Road. Even if the trucks exit before the tunnel they'll be using the docklands highway	4	8
If Mobil and other industry move out the ramps and the destroyed parkland will have been for	8	6

nothing. Once ramps are built we are stuck with them for a very long time		
I work with rock drilling equipment in the western suburbs. When drilling a 600mm hole through rock I feel the vibrations 50m away. What will a hole the size of 4 lanes of traffic feel like?	13	3
Don't take the cheap option and dissect our park with a noisy, elevated truck spaghetti junction. Run the ramps along the freeway as proposed by the West Gate Distributor plans	12	3

**Improve statements with 3 or more votes against (down votes)**

**I have an idea for future improvements ...**

	<b>Up votes</b>	<b>Down votes</b>
I believe this area should be used as an elevated road and connected to Hyde Street rather than the other side because it would be sad to see the park is gone. Use former factory area that are not used	26	48
Ramps here would need to run over Donald McLean reserve to connect to the freeway and past a Kindergarten, to take trucks off Yarraville streets and put here is not a solution	5	26
Why isn't this industrial land being considered for relocation of the mobile storage tanks - tanks were here before. An on-off circular ramp could be created like the one from Footscray Road to the M2	9	18
Why not repurpose this industrial wasteland for the tunnel entry - instead of use our precious green space	3	17



## Appendix 3 – Proposal Design Update feedback analysis

### Online – verbatim comments

#### Topic 1: Concerns about revised proposal design

##### Concern – comparison to previous/original proposal

- "I say stick to the original design, if you want to put ramps down to Hyde Street, put it through the empty industrial land on the southern side of the West Gate Freeway and it will be a win-win for everybody," he said.
- At the initial consultation residents were told no public space was being secured for WD. Was this statement made with any due diligence or were Transurban treating residents like fools? Disgrace
- Funny you say you consulted residents and they wanted trucks off Francis Street however today the Truck action group stated in all the major newspapers that they support only the original plan
- Go back to the original plan and you will not only get support but also applause.
- Go back to your original proposal where you had support from the locals.
- Go back to your original proposal, and stop saying you consulted local about the need to get trucks of Francis St as MTAG have slammed you updated proposal and no locals are happy.
- I am very concerned with how this plan has seemingly changed.
- I live in Banool Ave and supported a tunnel. Off ramp will bring more pollution from trucks than we currently experience from Francis Street. This proposal will not improve our area but worsen it
- I say stick to the original design
- I'm amazed that such a well-supported initial plan has been amended to include a solution that was already broadly not supported. Gone from champs to chumps in community opinion very quickly.
- I'm baffled as to how these changes can be made with no impact on surrounding houses! As the freeway is already incredibly close, I am concerned about our house being acquired. I feel very in the dark
- Let's be honest - this new proposal is the cheaper alternative to the original proposal.
- Live in Hughes Street, so disappointed with changes.
- Maribyrnong Truck Action Group (name provided, not published) said there was little opposition to the original proposal and he could not understand why it had been redesigned.
- Move it back to the freeway.
- The change from proposal 1 to proposal 2 has a significant impact on and no consideration for local residents.
- The previous map had the tunnel located under less housing. Is this still a possibility to achieve?
- The revised plan is a backflip on Transurban's initial proposal and promise re not securing open space and the level of uncertainty and distress that this profit driven proposal is creating is significant
- The tunnel to beyond the Williamstown Road ramps as originally suggested (or to west of the railway?) was much better for air and noise
- This alignment is a poor outcome, was not communicated originally and is not supported.
- This is dire - move the portal back to the freeway
- This is in direct opposition to original comments that no parkland would be acquired
- This is obviously a cost saving measure as you could never afford the original plan you should be ashamed of this dirty trick
- This new proposal has a very significantly negative impact on local residents. NOT HAPPY!
- This parkland is of great value to local residents. It is not acceptable to encroach on it at all. The current proposal should be shelved
- This proposal moves the roads closer, and cuts parkland in half. Very poor
- We could revert back to the longer tunnel option to preserve the parkland.
- Why not build the elevated roads adjacent to the bridge and join to Hyde Street as the original labour government plans
- You say you consulted but Who did you consult no residents are welcoming the changes

##### Concern – will not achieve objectives, cheaper, short-term option

- Alarmed by this proposal!
- Has anyone stopped to consider thousands of additional vehicles that will exit on these ramps into Yarraville every day to save tolls.
- I cannot support the planned modification in my neighbourhood
- I suggest you look to future-proofing. I think you should plan to stay underground until west of the goods railway with a view to later extending the tunnel to beyond the M80 so that Geelong traffic can avoid Westgate altogether eventually.
- Please re-think and come up with something better
- Reducing the number of trucks on Francis Street is misleading, as the trucks have to go somewhere - 250m south to a parkland. This is not removing the trucks from local streets, just relocating
- Residents are going to be severely affected by the current proposed design - please provide other options.
- The proposal does not reduce traffic on the local roads - it adds a new local road which removes valuable parkland at a toll. There is no incentive for traffic to use this road instead of Francis Street
- The proposal doesn't address future needs sufficiently. Without a broader 50 year plan for Melbourne projects such as this are deficient. Also PPPs prioritise return over efficacy, and are bad
- The proposed design diverts through traffic back onto Westgate freeway via Bolte Bridge, thus not solving any traffic congestion!!!!!! As usual, apart from doing nothing, in my opinion this is the cheapest option, not the best option.
- The revised proposal puts a commercial outcome in front of local residents. Quite simply we will be the meat in a truck sandwich between Francis Street and WD.
- This is just moving the problem from the north to the south of our properties and increasing it with vehicles using the tunnel.
- This is not an appropriate proposed solution. You're not reducing noise or air pollution. You're increasing it by allowing more vehicles to travel through the area and elevating the road. It is a poorly considered design that lacks any innovation, holistic consideration for anything other than vehicles or respect for local community and how would affect their day to day lives.
- This is nothing but a cost cutting exercise!
- This plan given its lack of detail appears short sighted
- This Project will do nothing to improve the path of containers that mostly travel from the port to the east then across the bridge and up through this area and then back to the wharf via Footscray
- This section of road is currently dangerous to ride bicycles along, the changes proposed will make the situation worse for cyclists
- Tunnel, portals and ramp, as I have mentioned in a previous comment, are extremely close to REFINARY. Very dangerous. You are supposedly trying to minimise danger within our community. Not a good plan.
- Western Distributor will lead to increased traffic and congestion, increased air pollution, divert resources from sustainable infrastructure and return on investment for the people of Victoria is poor
- Where are the demand studies from Transurban? Over-designed, exceeding the ALP Project 21 Report concept. More tolls, less rail, more congestion. Infrastructure VIC should manage this, not Transurban
- Why is there no consideration to how rail could significantly reduce trucks of roads alongside any roads upgrades? time to think long term please
- Why not put the best option on the table, not the most cost effective

#### **Concern – proximity to homes and facilities**

- Addition of obvious massive structures casting shadows over my veggie patch.
- All attempts should be made to move the new roads as far from houses as possible
- Also far too close to the residents south of Francis Street
- Concerns : visual impact, increased noise
- Having overhead roads causes derelict land beneath. Restricting the overhead roads away from residential property in Yarraville and closer to the Mobile Fuel Depot keeps the derelict land where it should be. Bike paths under overhead roads is common. Parkland and residential property is not.
- I am concerned about construction of tunnel and how it can damage my home
- I am concerned about damage to residences under the tunnel and the community centre

- I am concerned about the close proximity this ramp will be to many residential homes in this area.
- I am concerned that houses directly above the tunnel will be affected by construction
- I live in Beverley Street. I am extremely concerned. Trucks at both ends of my street!!
- I live in Beverly Street, I have two children under five the noise, pollution and the loss of property value will devastate my family (*actual address provided, not published*).
- I live in Kent and my brother and family in Beverley directly opposite the proposed portal. This is dire - move the portal back to the freeway
- I understand the need for the Hyde St entrance but it should not come at the expense of residents when there are other options.
- I work with rock drilling equipment in the western suburbs. When drilling a 600mm hole through rock I feel the vibrations 50m away. What will a hole the size of 4 lanes of traffic feel like?
- I'm concerned about the impact of the tunnelling process and the tunnel use on my home. It is metres from my house.
- Live in Hughes Street, so disappointed with changes. So much more impact on residents in area-amenity, property value, health (vent stacks? exhaust from elevated section), loss of park. Please reconsider!!
- Living in Stephen St - the current plans put the on and off ramps virtually directly in front of us, really mere metres away. The increase in truck noise is going to be severe. Not okay! (*actual address provided, not published*)
- Make the tunnel under the industrial land and leave families alone
- Moving in to this area, we knew that trucks were a part of life - and we are fine with that. However, this proposal will only mean that my house will be surrounded by trucks on both sides (both the off ramps and Francis Street).
- My husband, 4 children and I do not want this here. This has health implications for everyone who lives near the entrance. Have you considered this at all? or is it that you just don't care.....
- No amount of beautification will make up for the construction of a freeway outside our doorstep
- Ramps here would need to run over Donald McLean reserve to connect to the freeway and past a Kindergarten, to take trucks off Yarraville streets and put here is not a solution
- Residents are going to be severely affected by the current proposed design - please provide other options.
- Residents should demand huge noise and visual barriers
- The elevated road way is right next to my street. How much more noise and pollution is this going to cause?
- The industrial land being targeted is in reality a small block very close to residences
- The location of the elevated roadway and road at ground level through Hyde Street Reserve will cause significant impact to local residents who use the parkland, as well as residents houses in close proximity
- The positioning of the exhaust stacks from tunnel
- The proposed portal entrance is only 100m away from the nearest home!
- The proximity and impact to residents is in stark opposition with the liveability and amenity benefits suggested in your media release (18 Sep 15). Where are these benefits? I can't see any
- The Tunnel Portal is getting close to homes. Why not move it closer to the Westgate?
- The visual look of the elevated roadways from our house.
- There is a Kindergarten here, diesel fumes from trucks using proposed ramps close to here would be wrong
- This is a disaster - tunnel portal and stack is right opposite my house
- This is at the end of my street and not as previously planned. Not happy! this is too close. Not only will there be damage to residents homes
- This is dangerously close to people homes.
- This is dire for the locals. My brother has lived in Beverley Street directly opposite the proposed portal for 10 years. He has two children under 5. They feel forced to move - ask yourself would you want to live opposite this portal?
- This new proposal has a very significantly negative impact on local residents. NOT HAPPY!
- This new proposed tunnel entrance is getting seriously close to my home behind the community-centre. I'm concerned that the Francis St noise/pollution issue will simply be relocated south

- This part of the tunnel could be moved 100 metres to the right to minimise the risk of vibration to the houses above
- This will also be a huge eyesore and may block sunlight to surrounding homes
- To build this off ramp right beside me takes away from the Stony Creek reserve area, that I use quite regularly, and will have a severe impact on my property - value, movement, pollution, desirability to live there...
- Tunnel stacks
- We could cope with having a tunnel under our house, but a truck highway at the end of the street is beyond belief
- You claim to have moved the northern portal to protect amenity of Yarraville Gardens - what about the amenity for those living opposite the portal?!

#### **Concern – tunnel and portal location**

- A lazy, poorly disguised attempt to reduce tunnelling costs.
- Being a local I use the reserve for many reasons. Leave it for the locals. Tunnel all the way
- Build a proper tunnel! Build a tunnel under the Yarra linking the Western suburbs to the city as an alternative to the West Gate!
- Crazy idea to move the tunnel portal from the Westgate Freeway and dissect the park with a new freeway junction.
- Diesel emissions have proven links to cancer. Studies show fumes are most concentrated within 200m of portals. This location is doubtless dangerous to families. Don't poison our kids for profit!
- Generally I support a tunnel. However there is currently no information disclosed on levels of noise and vibration above the tunnel. Given the large chunks of bluestone sitting underground, I would expect the impact on structures above to be significant. Is there comparable construction elsewhere?
- I can't believe the proposal plants the tunnel entry in the middle of precious green space? This is significantly worse, I do not support it
- Make the tunnel under the industrial land and leave families alone
- Originally this is where the tunnel was to begin. Now due to short term pain during construction we are going to destroy Stony Creek reserve to make it easier to construct. Short sighted silliness!
- Shift the entrance back to the original site west of Williamstown Road
- Shift the tunnel entrance back west of Williamstown Road.
- Stats from previous tunnel building in Australia show that homes within 550m of a tunnel portal/exhaust stack lose 10% value/year during the construction phase. This distance should be maintained at a minimum!!
- The proposed portal entrance is only 100m away from the nearest home!
- The tunnel needs to start earlier and go underground as far away from residences as possible - your original proposal achieved this and I am sure better options could be identified that might be slightly more costly but do not remove valuable park land and so significantly impact on residents in the local area.
- The tunnel plan was great. Bye bye quiet Yarraville!
- The tunnel should start before Stony Creek. This will reduce impact on both parklands and residences. Starting the tunnel before Stony Creek will resolve majority of the concerns listed here
- This is a terrible option to simply "avoid prolonged disruption to the West Gate Freeway/Williamstown Road interchange." Don't shortcut the tunnel.
- Tunnel is extremely close to REFINARY!!! Tunnel portal extremely close to refinery and Hyde Street ramp extremely close to refinery!!!! TOO CLOSE!!! Great "Cocktail" for a huge "BANG"
- Very concerned about the impact the tunnel will have on our house - vibrations and noise, pollution and the value of our property. Has to be a solution with less residential impact!
- Would it not make more sense to start the tunnel on Hyde Street and reduce visual impact, reduce noise
- You claim to have moved the northern portal to protect amenity of Yarraville Gardens - what about the amenity for those living opposite the portal?!

#### **Concern – elevated structures and visual impacts**

- An elevated eyesore road so close to homes is a big concern for noise pollution not to mention

- property value. Removing power lines/improving bicycle paths will do little to address this
- An elevated road appears to be a cost saving measure, as opposed to a tunnel, to the detriment of Stony Creek Reserve and the residents of Yarraville and Spotswood
  - Building flyovers across this parkland is totally unacceptable.
  - Can the elevated roads be put inside a complete sound tube 360 degrees - effectively an elevated tunnel or would this mean that they couldn't take placarded loads?
  - Don't take the cheap option and dissect our park with a noisy, elevated truck spaghetti junction.
  - Elevated roads will do nothing to address this only exacerbating the problem. Tunnels only!
  - I am very concerned about visual bulk, over shadowing, pollution (sound and noise).
  - I don't like to see four lanes of elevated traffic added to the plan.
  - I like the WD concept but I'm concerned about the potential 'spaghetti junction' of roads above the park here. We have a lot of industrial land in the inner west but not much parkland
  - I'm concerned about noise impacts, height and visual bulk of these elevated roads.
  - I'm concerned about the specific design of these elevated roads, as this map does not adequately indicate the scale and impact on the park, kinder, sporting clubs and residents in this area
  - I'm concerned that the elevated roads passing over the creek here will overshadow it and kill the vegetation.
  - I'm not sure that the proposed elevated road solution is worth it to address the issue of dangerous goods vehicles.
  - In relation to the over ground road. Why not come off the freeway on the Northern side of the bridge, then turn south and travel under and through the bridge. This affects open industrial land only
  - It's very misleading that your "visualisations" conveniently cut out the exhaust stacks
  - Large area of "open space" under road overpasses tend to become derelict - used for dumping rubbish and anti-social behaviour. In addition they will be barren with no vegetation
  - Overhead is not suitable! tunnel only!!!!
  - Removing trucks from local streets is one thing, but putting them overhead is hardly a solution. Further info is needed
  - The conceptual images showing the removal of the power lines does not in any way make up for the addition of visually offensive elevated freeway along with the noise
  - The elevated road way is right next to my street. How much more noise and pollution is this going to cause? A tunnel is one thing but an elevated road way is a totally different ball game
  - The start of an incline and decline are the noisiest for trucks as they need to accelerate and use air brakes. Why is this part of the flyover at the end of a residential street closest to homes?
  - The Westgate Bridge is already an eye sore and no amount of good architecture will make the addition of elevated roads attractive
  - This is dangerously close to people homes. What is being done to assess and manage the health risks to those living next to/almost below these elevated tunnels?
  - Why is the elevated road being placed so close to residential property? Following the Westgate Freeway for another 1km, then veering left to Hyde Street makes more sense. Please explain

### **Concern – air quality**

- Add noise, emissions and visual pollution and impact on the salt marsh habitat
- As a resident I have to live with this at the end of my street. Would you want it at the end of your street? The entrance is far too close to homes, the pollution, noise and movement will be unbearable.
- Diesel emissions have proven links to cancer. Studies show fumes are most concentrated within 200m of portals.
- Environment impact
- I live in Sussex Street. I am very concerned about the extra noise and pollution caused by traffic on and off the Westgate closer to my home
- I'm concerned about additional road noise and pollution. When we moved here we knew the Westgate would pollute but the proximity of the proposal will only escalate the noise and pollution in the area
- I'm concerned about the noise and other forms of pollution that will be inflicted on this area. The raised freeway approach will need to consider these effects and impacts
- I'm on Wembley, fairly close to the Westgate Freeway already. I'm extremely concerned regarding noise and pollution if an overpass is added.

- If I had a choice between a road (and an elevated one at that) and power lines I would choose for the power lines to be retained. They are much quieter than a road and don't exude any air pollution
- Increased pollution and noise.
- It will likely result greater toxic and noise pollution/feels like a grab for cost saving at the expense of people and area
- Moving a large volume of traffic onto an elevated road will throw a lot of pollution - noise and diesel. What mitigants are in place for this for park users and residents alike?
- Off ramp will bring more pollution from trucks than we currently experience from Francis Street. This proposal will not improve our area but worsen it
- Pollution
- Residents in the immediate surrounding area will likely be impacted by the increased noise and pollution from widening of the roads.
- Residents living south of Francis Street are subjected to very bad air quality. This proposal does not address that, and likely will make the quality worse
- The effect of the noise and pollution during construction
- The entrance is far too close to homes, the pollution, noise and movement will be unbearable.
- The new elevated sections - which will have to go pretty high I imagine - can only be counterproductive for local air and noise quality.
- The ramps could cause substantial additional noise and visual pollution, with trucks travelling above the freeway, the park and houses.
- The tunnel to beyond the Williamstown Road ramps as originally suggested (or to west of the railway?) was much better for air and noise
- There is a Kindergarten here, diesel fumes from trucks using proposed ramps close to here would be wrong
- Tunnel traffic noise and pollution will be even closer.
- Tunnels overseas are using in-tunnel filtration systems to protect tunnel users and nearby residents from diesel pollution. It is unethical not to remove this from the air shed when an opportunity exists
- Very concerned about the impact the tunnel will have on our house - vibrations and noise, pollution and the value of our property.
- Where would the tunnel exhaust stacks be located?
- Will all ventilation structures be placed near Beverley Street and/or surrounding streets areas affected by construction?? If yes, cannot see how air quality will be safe to residents in those areas!!! Need more proof and research to be satisfied.
- Will there be ventilation stacks dumped here as well?
- Worried where ventilation structures will be erected

#### **Concern – noise**

- Add noise, emissions and visual pollution and impact on the salt marsh habitat
- An elevated eyesore road so close to homes is a big concern for noise pollution not to mention property value.
- Are the ramps going to have sound barriers?
- Are there any plans for sound barriers?
- As a resident I have to live with this at the end of my street. Would you want it at the end of your street? The entrance is far too close to homes, the pollution, noise and movement will be unbearable.
- Can the elevated roads be put inside a complete sound tube 360 degrees - effectively an elevated tunnel or would this mean that they couldn't take placard loads?
- Construction noise/vibration
- Elevated trucks on the ramp will create noise issues for local residents
- I am a local resident. The WD will see a rise in heavy vehicle traffic thus increased pollution and noise.
- I am also concerned of the elevated road and the noise it can still create.
- I am very concerned about the road traffic noise in this area. Currently the road noise is unacceptable as there is no noise barrier from the raised FWY level. I presume this could become worse
- I am very concerned about visual bulk, over shadowing, pollution (sound and noise).
- I bought a house knowing there'd be SOME road noise. I didn't expect this to double

- I live in Sussex Street. I am very concerned about the extra noise and pollution caused by traffic on and off the Westgate closer to my home
- I live on Bolton street and get lots of traffic noise (it's terrible).
- I'm concerned about additional road noise and pollution. When we moved here we knew the Westgate would pollute but the proximity of the proposal will only escalate the noise and pollution in the area
- I'm concerned about noise impacts, height and visual bulk of these elevated roads.
- I'm concerned about sound pollution for residential properties with an elevated road so close.
- I'm concerned about the noise and other forms of pollution that will be inflicted on this area. The raised freeway approach will need to consider these effects and impacts
- I'm concerned about the noise,
- I'm on Wembley, fairly close to the Westgate Freeway already. I'm extremely concerned regarding noise and pollution if an overpass is added.
- If I had a choice between a road (and an elevated one at that) and power lines I would choose for the power lines to be retained. They are much quieter than a road and don't exude any air pollution
- Increased pollution and noise.
- It will likely result greater toxic and noise pollution/feels like a grab for cost saving at the expense of people and area
- More importantly that residents in such houses will feel vibration and hear noise when the tunnel is operating
- Moving a large volume of traffic onto an elevated road will throw a lot of pollution- noise and diesel.
- Presently get lots of traffic noise and especially trucks. They constantly use air brakes going downhill at all hours of the day. No consideration for locals in the area.
- Residents in the immediate surrounding area will likely be impacted by the increased noise and pollution from widening of the roads.
- The effect of the noise and pollution during construction
- The entrance is far too close to homes, the pollution, noise and movement will be unbearable.
- The increase in truck noise is going to be severe. Not okay!
- The increased traffic noise will have a considerable impact on all immediate residents as the sound barriers won't dispel noise coming down the ramp in the middle of the night.
- The new elevated sections - which will have to go pretty high I imagine - can only be counterproductive for local air and noise quality.
- The noise will simply be relocated from Francis Street to the Freeway ramps
- The ramps could cause substantial additional noise and visual pollution, with trucks travelling above the freeway, the park and houses.
- The start of an incline and decline are the noisiest for trucks as they need to accelerate and use air brakes. Why is this part of the flyover at the end of a residential street closest to homes?
- The tunnel to beyond the Williamstown Road ramps as originally suggested (or to west of the railway?) was much better for air and noise
- These are residential streets - what is being done about truck noise from trucks descending from an elevated road into the proposed tunnel (i.e. braking noise)?
- This is the worst case scenario for the residents close by. We already live with the noise of the Westgate, therefore the concept that more noise will be brought into our bedrooms at night, our backyard during the day, makes us want to leave our home.
- Truck engine brakes are designed to wash speed when descending, this saves wear and tear on brake pads and drums/discs thus saving money. Truck drivers who are on a tight margin will look to save money and use their engine brakes when descending into the tunnel to ensure they don't break the speed limit. Shifting engine braking closer to houses will mean more noise pollution for me.
- Trucks using engine breaks when coming off the Westgate is already a noise issue. Building ramps closer to houses will only make the issue worse
- Very concerned about the impact the tunnel will have on our house - vibrations and noise, pollution and the value of our property.
- Vibrations (during construction and on-going)
- We are very concerned about the level of noise the elevated roadway will have
- What is the plan to reduce noise from the existing freeway and the new elevated road at Cullen Court and the Spotswood?

- What noise reduction options are being considered for the extra lanes of traffic dissecting the suburb?

#### **Concern – property value**

- Also about the potential resale value of my home with a tunnel underneath
- Can you guarantee that this won't devalue our properties in these areas? What are your plans to ensure that our properties do not lose their value or decrease in value???
- Financial impact (value) to local home owners
- I am concerned about our house being acquired. I feel very in the dark
- I do not want my neighbourhood devalued with overpasses, etc.
- I'm concerned about losing the re-sale value of my property as potential buyers may see the tunnel below as a risk
- Local homes from potential value drop. Real estate in the area is mainly industrial
- long term effect on property values
- Loss of property value
- Loss of value to properties south of Francis Street
- No acquisition of homes, just total decimation of our neighbourhood!
- Stats from previous tunnel building in Australia show that homes within 550m of a tunnel portal/exhaust stack lose 10% value/year during the construction phase. This distance should be maintained at a minimum!!
- This new proposal has an obvious and very negative impact on the value of homes in Beverley, Lormer, Hughes and Banool Streets
- This will definitely lower the value of properties
- With all the industrial land around the area why destroy working class families land value?

#### **Concern – health and amenity impacts**

- Gives us negative impacts on locals and loss of already limited green space
- Noise, dirt, truck fumes, disruption to lifestyle while it's being built, house value. Many concerns
- Not healthy for body or mind
- Overall health concerns!!
- Respect for local community and how would affect their day to day lives.
- Significant impact on residents in the local area. We are really concerned about health impacts and property values.
- The revised proposal puts a commercial outcome in front of local residents. Quite simply we will be the meat in a truck sandwich between Francis Street and WD.
- This location is doubtless dangerous to families. Don't poison our kids for profit!
- To expect residents to compromise health, lifestyle and property values is not acceptable
- We will be holding your CEO responsible for any long term health issues my children may face because you decided to dig up an old SEC site full of carcinogenics.
- What are the risks to the community by digging up the extensive areas of contaminated fill in this area?
- What is being done to assess and manage the health risks to those living next to/almost below these elevated tunnels?

#### **Concern – open space**

- At the initial consultation residents were told no public space was being secured for WD. Was this statement made with any due diligence or were Transurban treating residents like fools? Disgrace
- Avoid Stoney Creek, and therefore minimise the inevitable resident backlash
- Being a local I use the reserve for many reasons. Leave it for the locals. Tunnel all the way
- Building flyovers across this parkland is totally unacceptable. This is a precious resource that we community members have spent hundreds of hours improving with tree plantings. We will not allow this
- Changing the proposed location of the tunnel entrance to prior to (south west of) Stony Creek will result in less impact to local residents and reduce the loss of parkland
- Children use this park for sport and recreation any additional pollution should be kept away from here



- Concerned that elevated roads will be to the detriment of open space and amenity north of Stony Creek. Can anything grow in the shadow of these roads?
- Crazy idea to move the tunnel portal from the Westgate Freeway and dissect the park with a new freeway junction.
- Do not remove valuable park land
- Do not touch the parks area. Many including myself use it regularly.
- Don't destroy green space in the middle of an urban area - there isn't enough of it as it is!
- Don't take the cheap option and dissect our park with a noisy, elevated truck spaghetti junction.
- Gives us negative impacts on locals and loss of already limited green space
- Giving up the reserve is a HUGE price for empty (not a hazard) tankers arriving from the west, and full tankers heading west
- Have you read the City of Maribyrnong's Open Space Strategy?  
[http://www.maribyrnong.vic.gov.au/Files/MOSS\\_Endorsed\\_Strategy\\_21\\_Oct\\_2014.pdf](http://www.maribyrnong.vic.gov.au/Files/MOSS_Endorsed_Strategy_21_Oct_2014.pdf)
- I am concerned that the new plan will cut Hyde Street reserve into chunks, lose a lot open space, destroy the ambience of the park and a highly regarded park
- I can't believe the proposal plants the tunnel entry in the middle of precious green space? This is significantly worse, I do not support it
- I don't understand why you would devalue existing public open space when you have industrial land a stones throw away that can be used for the same purpose.
- I like the WD concept but I'm concerned about the potential 'spaghetti junction' of roads above the park here.
- I'm concerned that the elevated roads passing over the creek here will overshadow it and kill the vegetation. Just like under the Westgate bridge freeway bridges over Moonee Ponds and Gardiners creeks
- If Mobil and other industry move out the ramps and the destroyed parkland will have been for nothing. Once ramps are built we are stuck with them for a very long time
- In our open space
- It adds a new local road which removes valuable parkland at a toll.
- Keep parklands (or increase parkland).
- Large area of "open space" under road overpasses tend to become derelict - used for dumping rubbish and anti-social behaviour. In addition they will be barren with no vegetation
- Losing space at Stony Creek is unacceptable
- Loss of green space!
- Loss of land at Stony Creek.
- Loss of parkland
- My daughter was in tears at the thought of losing the dog park, so sad, so sad.
- Not happy that Stony Creek reserve will be decimated with the proposed change. A much loved park many locals helped establish to be carved up by an elevated road and street level run offs!
- Not to mention irreversible damage to Stony Creek
- Once this open space is gone it's gone forever. I think it's a tragedy that in 2015 we can't preserve habitat such as Stony Creek. Is this really the best design solution?
- Originally this is where the tunnel was to begin. Now due to short term pain during construction we are going to destroy Stony Creek reserve to make it easier to construct. Short sighted silliness!
- Please explain how any new opportunities to add to open space is a better outcome than the attached image of Maribyrnong City Councils proposal for Stony Creek Reserve
- Possum boxes here. Also wildlife release area. Home to natives! Lizards, snakes, mice/rats, various birds (swans) possums to name the ones I know of.
- Replacing open space along a natural waterway (Stony Creek) with remediated former industrial land is not sufficient. Water birds, fish and the riparian flora cannot simply be transported
- See this link for a much more articulate perspective on the proposal  
<https://www.facebook.com/FriendsOfStonyCreek/photos/> (precisely repeated 14 times)
- Stony Creek is a 'bit of a mess' due to significant disturbance from human interference and abuse. However its amenity has greatly improved over the years from the hard work of Council and Friends Groups

- Stony Creek Reserve is cut in two!
- Surely its worth looking at utilising this vacant area in a way that avoids any impact to Donald McLean Reserve and facilities rather than acquiring the public open space that is Stony Creek Reserve?
- The current state of Stony Creek does not give cause to destroying it with roads and tunnels.
- The impact to parkland is significant, reducing the Reserve to space that is not usable for the locals
- The position of the ramp and roadway should be next to the Bridge, keeping the parkland intact
- The proportion of the reserve that will be consumed by the footprint of the roads is staggering. There is already a shortage of open space in the west. Very sad
- The revised plan is a backflip on Transurban's initial proposal and promise re not securing open space
- The shadowing across the park due to the on/off ramps. This will impact vegetation growth as well as amenity value for users
- The state of Stony Creek does not give cause to destroying it with roads and tunnels. It provides valuable and essential open space amenity to the community of which we are entitled to
- The tunnel should start a bit earlier - before Stony Creek because it's sad to see the park is gone which it's our favourite park
- The tunnel should start before Stony Creek. This will reduce impact on both parklands and residences.
- The western suburbs have little or no green space as it is
- There will be serious pollution to Stony Creek reserve
- These open spaces are well used. We walk here park lands are valuable for the community
- This green buffer zone presents an opportunity to provide increased vegetation and sound barriers to prevent increased noise pollution to surrounding areas
- This is a poorly thought through solution to the truck issue. The largest remaining section of Hyde St reserve will circled by roads carry heavy vehicles
- This is awful!!! Stony Creek is developing into a beautiful park and you are going to turn it into a spaghetti junction.
- This is in direct opposition to original comments that no parkland would be acquired
- This narrow strip of reserve to the north of the proposed new road will become unusable
- This parkland is of great value to local residents. It is not acceptable to encroach on it at all.
- This will fragment and ruin open space the community has worked long and hard to develop
- This will have too big an impact on the limited green space in Yarraville and make using the Golf course an unpleasant experience
- To build this off ramp right beside me takes away from the Stony Creek reserve area, that I use quite regularly,
- To the detriment of Stony Creek Reserve
- Transurban are naïve to think residents will use the park with ramps splitting it into pieces. Alternatively, they think we are fools who are enticed by the removal of the power lines as a 'trade off'?
- Transurban need to recognize the importance of the Stoney Creek reserve as the only natural green space in the area. We will not let you turn our park into a freeway to save you money
- Tunnel under my house, but don't take away our park. Loss of green space is permanent.
- We could revert back to the longer tunnel option to preserve the parkland.
- What happened to there being no acquisition of parkland previously communicated by Transurban? Our city is becoming denser and denser, our open space is as valuable an asset as any other infrastructure
- What value does Transurban put on the local amenity, open space in an urban area, environmental issues, and impact on residents?
- Why not repurpose this industrial wasteland for the tunnel entry - instead of use our precious green space
- Would it not make more sense to start the tunnel on Hyde Street and reduce visual impact, reduce noise it would also leave the park alone
- You can then keep the tunnel as originally proposed, and avoid impact to the reserve
- Your plans will destroy well used parklands

#### **Concern – other**

- Hyde Street ramp extremely close to refinery!!!!

- I cannot support the planned modification in my neighbourhood
- What are the risks to the community by digging up the extensive areas of contaminated fill in this area? What are the off-site disposal costs?
- Yarraville residents want trucks off their streets but want to build ramps in the neighbouring suburb. Seriously?

#### **Comment/query**

- Are the new elevated ramps going to be higher than the Westgate at any point? Is the return ramp going below the Westgate Bridge?
- Are you going to take my house too?
- Could Mobil land be better utilised for their business. What plans do they have?
- Have you read the City of Maribyrnong's Open Space Strategy?  
[http://www.maribyrnong.vic.gov.au/Files/MOSS\\_Endorsed\\_Strategy\\_21\\_Oct\\_2014.pdf](http://www.maribyrnong.vic.gov.au/Files/MOSS_Endorsed_Strategy_21_Oct_2014.pdf)
- How do Eastbound, full tankers get back onto the freeway from the depots, and empty tankers from the east exit the freeway and get to the depots?
- How does the new road at ground level through Hyde Street Reserve interface with the remnants? Sound barriers, fences, landscaping. Where do these end and how is the connection to Hyde St made?
- How will these new elevated connections even work? The inbound lane will need to go over the on ramp from Williamstown road or somehow cross two lanes of traffic
- I am getting the feeling we may have been softened up with the offer of a Rolls Royce, and now we have a Great Wall turn up in the driveway
- I assume the west-bound ramp goes under the WGB at this point, then emerges between the existing bridge off-ramp and the freeway?
- I expect this area will look and feel like standing on Montague St in South Melbourne under the freeways
- I would like to know, how is it possible, NOT to resume properties on either side of the West Gate Freeway between the M80 and Williamstown Road in order to provide 2 extra traffic lanes on each side of freeway?
- Is it cheaper and easier to swindle residents than large companies like Mobil
- It's good for overhead powerlines to go
- Since the tunnel width is two lanes each way, with allowance to be converted to three, I hope each of the long ramps parallel to the Westgate Freeway is at least three lanes wide
- What consideration is being given to freeway access for the new 10,000 people estate "Yarraville Gardens" at the old Bradmill estate next to McIvor Reserve? Not down Francis Street and Williamstown Road?
- What plans are there for Francis / Somerville / Whitehall. Will they become tree lined boulevards, or rat run / traffic sewers that will simply return to current congestion levels over time?
- What value does Transurban put on the local amenity, open space in an urban area, environmental issues, and impact on residents?
- What will you do to guarantee compensation of any damage to properties during construction?
- Where is the consideration for the trucks that still need to travel to and from the west of Williamstown Road along Francis Street?
- Will this tunnel affect my house in Frederick Street, Yarraville?
- Would owners be compensated from any resulting damage?

#### **Topic 2: Support or suggested improvements to revised proposal design**

### **Improve – other design suggestions**

- A far more cost-effective way to remove fuel trucks from local streets would be to move the fuel in pipelines to a truck loading terminal close to freeways but removed from residential areas
- Access for trucks from Hyde Street should be via separate ramps next to Westgate bridge
- Changing the proposed location of the tunnel entrance to prior to (south west of) Stony Creek will result in less impact to local residents and reduce the loss of parkland
- Consider on/off ramps to follow alongside Westgate from Williamstown Road to this point, and then gently turning north to proposed revised tunnel location near Hyde Street (south side of Mobil tanks)
- Define the impacts to the Reserve and surrounding area, such as a details site plan showing the areas that will be acquired/altered, location of air vents/stacks, the location of the Federation trail in relation to this proposed road.
- Have you approach SP AusNet about the possibility of acquiring some of its land for the truck access?
- I would like to see increased public transport along the Westgate freeway such as increased services from Altona gate to City and new bus services from Werribee
- If this road is particularly for the use of fuel trucks and other industry, then why not make the road run directly over the area intended to use the trucks, and not impacting on residential property
- Positioning the off-ramp and new road here (next to Westgate Bridge) reduces the impact to the local housing and parkland exponentially, while keeping with the functionality and intent of the project
- Reclaim the abandoned industrial lands and turn into parklands and keep new road further from houses
- Show what contaminated lands exist, and how any clean-up of this land would provide a positive impact.
- Show which powerlines are to be removed
- Start the tunnel where the road already exists, the freeway!
- Surely this would be an ideal location for the tunnel entry? The tunnel itself would then flow under industrial land only,
- The docks/industrial land on Maribyrnong River will be rezoned to mixed use in the next 30 years. The tunnel should extend under the river to the flower market to allow Yarraville to join the river
- There is massive industrial land with no residences on the other side of the bridge - use it!
- This land near Stony Creek is a bit of a mess. Why not utilize it for the tunnel portal, saving local homes from potential value drop. Real estate in the area is mainly industrial
- Trucks heading east will still head on Francis Street and Melbourne roads, an on-ramp for vehicles heading east bound needs to be built from the Hyde Street ramp
- Use former factory area that are not used
- Use the vacant industrial land instead of reserve land, there is so much more to choose from and it can't be used for residential purposes
- Use vacant industrial land - which there is so much of in this area - not parks and recreational land
- We would like to see the traffic engineers at least consider this site.
- Why are the roads being connected to other residential roads? Why not make the roads directly connected to the industrial Whitehall Road instead? Doesn't that make more sense
- Why can't the tunnel be moved to the right closer to Whitehall/industrial land?
- Why isn't this industrial land being considered for relocation of the mobile storage tanks - tanks were here before. An on off circular ramp could be created like the one from Footscray Rd to the M2
- Why not put the tunnel entrance here to preserve parks and Hyde Street connection south of Westgate Freeway in disused industrial land away from residents?
- Williamstown entrance to tunnel is a better option
- Yes the cost of doing this will be astronomical however the cost of removing overhead power on the other side of the freeway will also be. This solution would reduce the distance that fuel trucks need to travel off the freeway. This land was used for fuel storage not very long ago. Perhaps Mobil can be coerced into paying for it! I don't understand why you would devalue existing public open space when you have industrial land a stone's throw away that can be used for the same purpose.

### **Comment/query – support for proposal**

- I can't wait for this tunnel/roadway if it delivers a safer way for residents to enter Francis Street than through solid lines of trucks every morning.

- I commute from Hoppers Crossing by car and think this Transurban proposal is brilliant. Crack on and get it done
- I like the design update
- I like this new proposal as it get trucks off out roads
- I support the Distributor, however the issue of trucks on residential streets continues in Brooklyn end of Francis Street etc. and trucks should be forced to use the main roads - even with tolls
- I support the proposal that you have and I find it disappointing that there are residents who are making noise in the local media about it being a bad thing. I really hope this gets through because the loss of amenity we are all suffering due to truck congestion is far worse than dividing some open space that could be rectified by Council providing more open space in that area.
- These ramps will be amazing. They'll remove the petrol trucks and shipping trucks from Francis Street/Williamstown Road. Even if the trucks exit before the tunnel they'll be using the docklands highway
- This alignment is fantastic. It will get the petrol tankers off Francis St, and so long as the parkland is landscaped and upgraded - right now it is pretty average as a park - overall it is a huge plus

#### **Improve – urban design**

- Community deserves high quality built form design aesthetics. This will be important to the long term success of the project and opportunities should be considered to enhance the visual experience both as a static element in the urban landscape and when viewed from a moving vehicle. With excellence in architectural input, sound tunnels / shells spanning across both the new roads and existing freeway lanes could be designed as engaging structures creating visual interest and a sense of arrival while consistency in use of materials, details, signage etc could be unifying elements in the overall composition.
- In addition to very worthy comments and concerns made by others, it should not be overlooked that through this project the community deserves high quality built form architecture design aesthetics.

#### **Improve – noise treatment**

- Additional sound barrier walls and vegetation is needed
- I am interested to see high quality noise barriers and improved tree planting to offset air condition from traffic.
- If this plan for elevated roads goes ahead, I would like to see massive, effective sound barriers between road and parklands; and significant planting / landscaping between the barrier and park
- Ramps on both sides of the road should have sound barriers fitted
- Sound barriers, fences, landscaping
- The current and proposed elevated freeways both need noise barriers to enable this park to be a more usable area residents. This park has the potential to be a nice relaxing area
- You could consider building elevated terrain in this proposed park area, with dense banks of trees to reduce noise and line of site to the new road system. Don't build ugly noise walls

#### **Improve – cycling and walking**

- Bike access under the bridge along Melbourne/Williamstown Road could be greatly improved. The freeway divides these suburbs and its only thrill seekers who risk riding this road
- This section of road is currently dangerous to ride bicycles along, the changes proposed will make the situation worse for cyclists. A bike path will be required to continue along to Somerville Road
- If another ramp/bridge is built there should be a walking/riding track alongside this which would enable those in the West to cross the River without having to go through Whitehall St and Docklands

### **Topic 3: Traffic issues and opportunities**

#### **Concern – traffic congestion and impact**

- At a consultation session I was told there would be a 50% reduction of trucks on Francis Street. That would mean for our property 50% less to the north, but a 50% gain to the south
- Elevated roads will do nothing to address this only exacerbating the problem. Tunnels only!
- Fuel depot trucks should be banned from Francis Street (west of Hyde) given proposed road access to

- freeway through reserve. Permanent cameras should be established to capture rogue trucks
- How do the truck head towards eastern suburbs? If there isn't a ramp heading in that direction from Hyde Street wouldn't they still use Francis Street?
  - I am concerned that residents in this area will be locked between traffic, noise and pollution from the off ramp and from Francis Street. This proposal does lessen traffic on Francis Street
  - I live in Beverley Street. I am extremely concerned. Trucks at both ends of my street!!
  - I'm concerned about the impact of construction and heavy traffic vibrations on my home
  - I'm concerned that the Francis Street noise/pollution issue will simply be relocated south
  - Moving in to this area, we knew that trucks were a part of life - and we are fine with that. However, this proposal will only mean that my house will be surrounded by trucks on both sides (both the off ramps and Francis Street).
  - None of this expenditure is worthwhile if trucks are still permitted on Francis Street. Human nature says that truck drivers will avoid tolls unless enforcement occurs
  - Reducing the number of trucks on Francis Street is misleading, as the trucks have to go somewhere - 250m south to a parkland. This is not removing the trucks from local streets, just relocating
  - Tankers coming from the Monash cannot access this link to Hyde Street.
  - The proposal does not reduce traffic on the local roads
  - The proposed design diverts through traffic back onto Westgate freeway via Bolte Bridge, thus not solving any traffic congestion!!!!!!
  - This new ramp will bring thousands of new car and truck movements into Yarraville every day. Vehicles will naturally exit here to reduce tolls. The proposal shouldn't cause increased street traffic
  - This new ramp will bring thousands of new car and truck movements into Yarraville every day. Vehicles will naturally exit here to reduce tolls. The proposal shouldn't cause increased street traffic
  - Traffic noise and pollution will be even closer. This doesn't take traffic away it makes the problem worse
  - Trucks should be banned from Francis Street. Permanent cameras should be established to capture rogue trucks. Revenue raised would be significant
  - Western Distributor will lead to increased traffic and congestion, increased air pollution

#### **Comment/query – Francis Street**

- I happily live on the 'wrong side' of Francis St and would simply like the truck curfew to be enforced more strictly.
- I hope this plan will get trucks off Francis Street - hopefully they don't increase use of Francis Street to avoid tolls. Will trucks be banned from Francis Street?
- I support the Distributor, however the issue of trucks on residential streets continues in Brooklyn end of Francis Street etc.
- If you are on Francis Street after truck curfew the number of fuel trucks is minimal
- Much of the focus is (rightly) around Francis Street where the problems are most extreme. Will the proposal also alleviate truck and peak hour traffic on other roads such as Williamstown and Somerville Roads?
- There is no incentive for traffic to use this road instead of Francis Street
- This alignment is fantastic. It will get the petrol tankers off Francis Street, and so long as the parkland is landscaped and upgraded - right now it is pretty average as a park - overall it is a huge plus
- Trucks still need to be banned on Francis Street
- Where is the consideration for the trucks that still need to travel to and from the west of Williamstown Road along Francis Street?
- Will trucks be banned from using Francis Street? From what I have heard trucks use Francis Street now to avoid tolls

#### **Comment/query – tolls**

- My key point being, a tolled truck route is exactly the kind of thing trucks avoid! Otherwise, they would all be using City Link and Westgate, not Somerville/Francis/Footscray/Hyde/Whitehall/Williamstown Roads. There needs to be a carefully considered "stick" to get them into the tunnel.
- However, avoiding tolls will still be an issue
- I am concerned if the tunnel is tolled \$13 dollars for trucks, that they will still use Francis Street as a

free route

- It would be great if we could force trucks to use the roads, regardless of tolls. They must be forced off local streets, as per other comments
- The ramps to Hyde Street will simply mean trucks exit before the tunnel and continue on for no toll through local streets.
- Why not remove the tolls from the Bolte Bridge for trucks? This would reduce truck use of our local streets as they would no longer be trying to avoid tolls by driving through our community
- Purely as an example, the service station here will still require a truck to refill it. If one truck is allowed to still use this (free) route, how do you guarantee every other truck won't as well?
- trucks should be forced to use the main roads - even with tolls
- This alignment is a poor outcome, was not communicated originally and is not supported. Can Transurban even guarantee that trucks will even use this tolled road instead of the current routes? We are a cost driven society, I struggle to see the incentive for trucks to use this road if this is the reasoning Transurban are trying to use.
- Has anyone stopped to consider thousands of additional vehicles that will exit on these ramps into Yarraville every day to save tolls? The tunnel plan was great. Bye bye quiet Yarraville!

#### **Comment/query – moving trucks off local streets**

- The ramps to Hyde Street will simply mean trucks exit before the tunnel and continue on for no toll through local streets.
- I ride this road every day, and sharing it with all the trucks is not great for my blood pressure. Getting the trucks off these streets will be brilliant for the area, and possibly save my life!
- I like this new proposal as it get trucks off out roads
- Yarraville residents want trucks off their streets
- Will this project remove trucks from Buckley Street? If not then what is the point of the project?
- Removing trucks from local streets is one thing, but putting them overhead is hardly a solution. Further info is needed
- There's no guarantees this will remove trucks from residential roads
- This project must include LEGISLATED 24/7 truck bans on local streets with the only exceptions being servicing local businesses

#### **Comment/query**

- What a load of bollocks re fuel tankers not being able to enter tunnel. The depot is on the western side of the river, turn right onto Hyde off Francis Street wouldn't enter anyway!
- Containers from the Port are transported to a large number of businesses in north and east of the city, currently all but two container parks for the empties are on the west of the Maribyrnong River, many are around the Yarraville/Sunshine area. I drive trucks and I don't enjoy driving through this area, yet are forced to and have next to no choice about it and this Project will do nothing to improve the path of containers that mostly travel from the port to the east then across the bridge and up through this area and then back to the wharf via Footscray
- How do Eastbound, full tankers get back onto the freeway from the depots, and empty tankers from the east exit the freeway and get to the depots?
- Have you approach SP AusNet about the possibility of acquiring some of its land for the truck access?
- I'm not sure that the proposed elevated road solution is worth it to address the issue of dangerous goods vehicles.
- There is and still will be a large number of trucks travelling up Williamstown Road to access container parks travelling from the east of the city/bridge
- Was a section of land in Spotswood for an off ramp? We understand trucks must access the refinery
- What plans are there for Francis / Somerville / Whitehall? Will they become tree lined boulevards, or rat run / traffic sewers that will simply return to current congestion levels over time?
- What you will do to reduce noise of traffic entering those ramps from tunnel? Lots of question marks and more answers needed.
- How will you guarantee trucks will use the tunnel?
- These ramps will be amazing. They'll remove the petrol trucks and shipping trucks from Francis Street/Williamstown Road. Even if the trucks exit before the tunnel they'll be using the docklands

highway

#### Topic 4: Consultation process and information

##### Concern

- It appears that you are avoiding true local opinion. What other excuse can you give for your very limited "Area for comment" section. Your plans will destroy well used parklands and yet you are not allowing comment from people that use it.
- I have lived in Hughes Street for over 10 years. People from Yarraville and Seddon head to the park with their dogs and on their bikes. WHY ARE THESE PEOPLE NOT IN THE "AREA FOR COMMENT" section
- Concerned about the lack of consideration for local residents in this proposal.
- Transurban have presented themselves as a untrustworthy, deceitful and profit minded organisation by thinking in this day and age that they can manipulate and hide information from the public and pretend to know less than what they do at 'community consultation sessions'.
- We feel duped by this 'community consultation'!
- You say you consulted but who did you consult no residents are welcoming the changes
- A phoney "conversation" to rationalise a fait accompli on an impossible IT platform. Fraudulent! Leaves the way open for a reanimation of the EW Link. Shame (names not published)

##### Comment/query

- I look forward to the opportunity to attend the next briefing session
- Why no CIS? We want a proper public inspection of the issues involved. Not a fake consultation run by the road lobby and a fake company front "Banging their own table."
- Would love a categorical answer - I think others would too.
- I am not able to attend the information session tomorrow or 10th Oct and 4-8 is difficult on a weeknight with young children. I will do my best to get there but I hope that I have at least expressed my concerns here. I can see that I am not alone!
- Keen to talk face to face for ideas as we live in Stephen Street, Yarraville (*actual address provided, not published*)
- Happy to meet you face to face and very keen to discuss about this. I live in Stephen Street, Yarraville (*actual address provided, not published*)
- Define the impacts to the Reserve and surrounding area, such as a details site plan showing the areas that will be acquired/altered, location of air vents/stacks, the location of the Federation trail in relation to this proposed road.

##### Improve – website and visuals

- I have tried for 15 minutes to use this clunky and unfriendly program with its minimalist Twitterly. A fake consultation.
- Do you think you could have better represented the layout of the proposed roads to indicate where and how they crossed, widths and then how elevated they could potentially be as opposed to lines?
- This map is not easy to read AT ALL! Could we get a MUCH MORE DETAILED map that is more legible AND indication of what the finished proposal will LOOK LIKE from a number of angles. MORE VISUALISATIONS
- The visualisations that have been completed are a waste of time. No one cares what the tunnel entrance looks like we all want to see the elevated off ramps and how they will be treated
- The perspective images presented are way too small to identify the proposed arrangement. They also seem to be missing the elevated road that needs to clear the railway line and Westgate ramp
- Please provide a 3D moving footage visualisation of the on/off ramps and tunnel, then you will really hear the complaints begin
- Please provide less deceptive visualisations - the ones to date are from a very low level and do not provide an accurate picture of the impact of the off and on ramps, as well as the tunnel entrance
- Showing this entire area as Anderson Reserve is very misleading, as it is mainly golf course. Please improve accuracy of map. Anderson Reserve is a minuscule parcel of open space adjacent to Francis Street



- Visualisations to date have only shown proposed off-ramps. Why have you not shown the proposed southern portal entrance? What are you hiding?
- Some elevated plans of what it looks like from nearby parks are needed
- It's very misleading that your "visualisations" conveniently cut out the exhaust stacks
- These blue lines on the map, when drawn to this scale, are about the width of a single lane. This is very misleading. When will Transurban produce a map with the infrastructure drawn to scale?
- This map does not adequately indicate the scale and impact on the park, kinder, sporting clubs and residents in this area
- Can you please provide better maps of what the actual plan is from start to finish. I live in York Street and will most likely be negatively impacted by this. Trying to piece together half maps that glazes over the approach doesn't provide anything but worry and a sense that something is being hidden.
- Can you clarify and give more information on raised ramps (A) as indicated on your diagrams!! What will their height be??
- Why are there no visualisations of the elevated roads? Surely you could use your billions to engage a great animator and provide a proper sense of what this will look like and how it will work
- Why are there no visualisations of where the ramps would be at their highest point

#### **Improve – information and timing**

- How about doing us the courtesy of providing us notice if you are going to decide to do a consultation door knock in the middle of a work day so that we can have the opportunity to provide comment?
- Just a suggestion, but how about scheduling a consultation session with slightly more than 48 hours notice given to affected parties?
- Transurban needs to review their consultation and communication strategy.
- Again the lack of detail for consultation is deplorable. There is an absence of fundamental respect for the people that live and use this area to not even provide clear, readable information for comment.
- The information supplied for consultation is poor and no doubt a deliberate method to reduce feedback.
- If you have this perspective information why haven't you used it for your community communication? It articulated the proposal better than the lines on this map don't you think?
- Generally I support a tunnel. However there is currently no information disclosed on levels of noise and vibration above the tunnel.
- Given the potentially significant impact this would likely have on my home I feel like I am constantly searching for info rather than being consulted. I would also like confirmation of where the stacks will be located as well as a view of how the on and off ramps will actually look

## Feedback forms – verbatim comments

### Topic 1: Concerns about revised proposal design

#### Concern – comparison to previous/original proposal

- Amend the first proposal more to meet initial responses and these responses rather than creating a whole new plan.
- As per the initial proposal tunnelling addresses a lot of the concerned locals' issues.
- As per the original proposal, most of those works should be underground like in foreign countries such as European ones, where the impacts on the residents are significantly reduced.
- Change the concept back to original proposal to commence from Westgate Bridge.
- Current proposal is inferior to last, and seems to be driven by trying to be more profitable.
- EXTEND THE TUNNELS PLEASE.
- Go with the first proposal - it doesn't affect residents as intimately.
- Have the tunnel at the initial proposal spot.
- I cannot understand why you have moved away from the original proposal to one which significantly affects residences.
- I really prefer the original plan!
- I WOULD MUCH RATHER THE TUNNEL WAS LONGER AS ORIGINALLY PLANNED.
- move portal back to original design or even further back towards the freeway.
- Need to move tunnel entrance away from the edge of Yarraville - like initial design or better.
- Original plan was better. If the Europeans can design tunnels/ramps and infrastructure in areas much more condensed and limited for space, there is 'no excuse' why TU cannot build appropriate infrastructure. The Europeans have designed and built infrastructure 100's of years ago that are still maintainable today - get advised!!!
- Please go back to your original proposal.
- Previous Westlink tunnel was a better proposal.
- Residents supported the first proposal. It addresses the same issues - why not go with that??
- Return to original proposal for less impact on Yarraville locals. We may not want the trucks, but not at any cost!!
- Return to the original plan!!
- Return to the original proposal.
- Revisit original plan. Move tunnel entrance/exit away from residential streets.
- Rubbish! Go back to the old proposal or remove tolls from Bolte Bridge.
- Stick to the original plans!!
- Stick to the original proposal and underground most of it.
- The first proposal didn't affect residents as much. I can't understand why this one is even being considered.
- The original plan was acceptable!!
- The original proposal was acceptable
- The original proposal with the tunnel entrance aligned with the Westgate Freeway had my support. So sad it changed.
- The tunnel should start further west in the current freeway and the Hyde Street ramp should link to the south of the bridge (industrial land) as originally proposed.
- There is broad support for the original plan and traffic must be reduced on Francis Street. So the original plan was the best plan.
- This has a significant detrimental impact on the residents of Yarraville compared to the original plan.
- This is not what was initially proposed
- This solution is worse than the previous one. A better one can be found for sure.
- Tunnel and over road - move it closer to river / further from houses and parkland (as in original plan? That I could not see today)
- Tunnel as per the initial proposal and use the industrial land south of the Westgate.
- Unnecessary impact upon residents as compared to original design.

- we agree to that proposal to be the plan
- We urge TU to return to its original proposal.
- Why not extend the tunnel significantly to commence from Westgate Freeway and further along (tunnel to run under Westgate Freeway before linking to proposed tunnel?)

**Concern – will not achieve objectives, cheaper, short-term option**

- 50% of container travel to Eastern suburbs but the return journey is not to the port but to an empty container park - no improvement.
- A big concern is 'economics/budget' is the bottom line!
- A transport Government led proposal that isn't designed for best \$\$\$ return to shareholders.
- Another option is required to get fuel trucks off local roads
- As this proposal seems to be all about COST SAVINGS.
- Blatant money grab by TU - no Vic government funding just the toll rights for 10+ years - this is conclusion.
- Cannot see how this will assist traffic congestion on freeway – it's actually not taking trucks away from inner west but merely moving them south
- Cost-cutting measure that significantly impacts Yarraville residents.
- Cost-cutting measures that ruins the amenity of Stony Creek.
- DO NOT DO THIS.
- Feel it is only band aid.
- Focus on putting the best road solution forward, not the most profitable. People will support something good, but they won't support rubbish just because it will make TU more money.
- How long will this plan be good for before it has to be looked at again?
- I do not have faith in this proposal.
- I don't believe this will improve our problems, I feel it will just increase traffic noise and pollution.
- I think the proposal is inadequate.
- It completely misses the point in reducing the reduction of pollution from small diesel particles
- It doesn't address the capacity of the Westgate Freeway to the east, not a true second connection.
- It doesn't alleviate traffic, it just shifts it onto the freeway
- It's still not taking the truck traffic from Yarraville and dangerous goods being transported.
- It's not a new freeway or distributor. It's funnelling more trucks onto an existing, overloaded arterial.
- Ludicrous! Bad for community.
- Main concern is that trucks will not use tunnel, or exit to Hyde Street - because of cost involved.
- Most cost effective to build, benefit to wider Yarraville community BUT ALTERNATIVE not considered purely based on cost not impact.
- Moving the trucks to a freeway 200 metres will not change pollution impacts.
- New Hyde Street connection is ridiculous - it is not a viable alternative to Francis Street for trucks.
- Only the Hyde Street ramp will provide this as trucks won't use tolled roads in any numbers. See above - limited effect with Hyde Street ramp, virtually none from a tolled tunnel. Lovely rhetoric which basically says nothing.
- Plan will not fix the traffic problems on the Westgate Freeway.
- Profit over amenity.
- Proposed road design is flawed, poorly planned and unsafe.
- Redesign this plan. It's disgusting.
- Specific – it's short sighted and only considers truck movements (bet you don't have one in your front yard).
- Still concerned about noise impacts given the change in plans.
- Stop short term solutions based on road.
- That just building more ROADS is NOT the answer to the huge challenges created by the massive growth in the west.
- The "concept" plans do not show the reality. I feel like we are being misled.
- The change looks like a grab of public land for private benefit.
- The change will save TU millions but do nothing for the locals.
- The current design is not sufficient to alleviate traffic congestion and truck noise on the Westgate

#### Freeway and Bridge

- The Hyde Street access to the Westgate is the only part that will lead to any reduction of truck traffic.
- The long term solution is a new freeway/tunnel. This proposal goes no way to addressing this long term need.
- The proposal will not remove significant numbers of trucks from neighbourhood streets.
- The second redesign is a bad outcome/compromise on our community.
- The shortening of the tunnel appears to be a cost cutting exercise giving the impacts on people and amenity far outweigh any benefits.
- This amended proposal is unacceptable to our neighbourhood of Yarraville.
- This is a short sighted, short term solution that will shift the truck problem to another area.
- This is not what was initially proposed - is the new proposal merely a cost-cutting measure.
- This plan still appears short sighted and lacking in rigour.
- This proposal is cheapest option but does not address the above.
- This proposal is not viable or acceptable. It will not alleviate traffic congestion on the Westgate Freeway or Bridge.
- Too close to 'refinery', very dangerous, very toxic
- Total waste of resources will not remove trucks from suburban roads - they will not pay toll!
- TU has proposed the Western Distributor to provide profits to its shareholders
- Very poor design and planning.
- Western Distributor will make money!

#### Concern – proximity to homes and facilities

- Being a resident very close to the tunnel entrance/exit and truck ramp - I am very concerned about increased noise.
- Big concern that the tunnel entrance is too close to the community.
- Concern about entry to the tunnel at Hyde Street Reserve being too close to residents in Hughes Street.
- Have a tunnel built so close to my home on Hyde Street
- I am concerned about the proximity of the tunnel entrance, stacks and elevated road to my house and strongly oppose these plans
- I am concerned about the tunnel being so close to my house in term of pollution via stacks.
- I am nervous about the close proximity of the tunnel entrance to my home in Stephen Street (address provided, not published).
- I don't want an elevated road way at the end of my street.
- I'm a resident who will be directly affected by this proposal. I moved into this house in the plan to have a family. Unfortunately this proposal has shattered my dreams as the truck noise, fumes, pollution, dust etc etc which will be caused by this ramp makes for an unsanitary place for children to be raised.
- It seems to have a much greater and much more of a negative impact on residents - in a more direct way.
- It will box in the streets directly affected by the off ramps and tunnel - Beverley, Hughes and Lormer.
- It's too close to residential properties.
- Move everything away from local residents
- No vents close to homes.
- Noise pollution - the new proposed roads and tunnel will bring the trucks closer to where we live and increase noise pollution.
- Off ramps behind my home on Banool Avenue will significantly impact noise levels, pollution, aesthetic
- Please no ramp on Stony Creek Reserve - too close to home.
- Portals too close to residential area
- Provisions for those whose homes are near the tunnel appear adequate - we await further updates.
- Ramps as well as entry and exit off ramps, too close to residential area.
- Redesign and put ramps/portals away from residential area.
- The location of the smoke stacks.
- The overbridge is too close to residential housing
- The tunnel entrance is too close to Yarraville and a highly valued high use Community Centre.

- This gradient is metres away from homes!
- This is too close to residents.
- This new design places a portal and stack dangerously close to residents
- Too close to our homes, move it away because it's very depressing.
- Too close to parkland at Hyde Street Reserve and Yarraville Gardens and houses.
- Trucks cause a huge impact on people/roads, so you are going to add to the problem by having them at a different spot on our 'doorstep'!
- Tunnel entrance near houses and community centre.
- Tunnel needs to move away,
- Tunnel very close to our home, but it has to go somewhere.
- We do have concerns ... about how close the raised new road and tunnel entrance will be to our house - we would prefer to have our house acquired
- Widening of freeway zone around Benbow Street, spaghetti network off roads. Will look terrible.
- Would be great to redirect traffic however it is not fair to use free space along the freeway as it is right next to neighbourhoods and existing housing areas that are already suffocated by industries, factories, roads, noise.

### **Concern – tunnel and portal location**

- Also, concerned about the tunnel popping up near Yarraville Gardens
- An alternative freeway/tunnel is needed to move traffic freely.
- Big concern that the tunnel entrance is too close to the community.
- Concern regarding noise and vibration from the tunnel after it is constructed.
- Concern regarding noise during tunnel construction.
- Concerned about the effects the tunnelling will have on the heritage, historic building Yarraville Community Centre in Francis Street
- Decision to tunnel through contaminated land.
- Ensure tunnel entrances and exits are integrated into landscape for least visual and aural impact.
- Have a tunnel built so close to my home on Hyde Street
- Have the tunnel at the initial proposal spot.
- Hoping the new tunnel eases traffic in local areas.
- How will trucks be enforced to move off local roads into tunnel
- I am concerned about the tunnel being so close to my house in term of pollution via stacks.
- I am nervous about the close proximity of the tunnel entrance to my home in Stephen Street (*address supplied, details not published*)
- I have serious concerns in regards to the tunnel shortening and the introduction of the ramps at Williamstown Road
- I wonder if the tunnel (which has large proportion of trucks for the refinery) can be routed to be under or close to refinery and a separate branch off to Hyde Street.
- I WOULD MUCH RATHER THE TUNNEL WAS LONGER AS ORIGINALLY PLANNED.
- If the Europeans can design tunnels/ramps and infrastructure in areas much more condensed and limited for space, there is 'no excuse' why TU cannot build appropriate infrastructure. The Europeans have designed and built infrastructure 100's of years ago that are still maintainable today - get advised!!!
- Increase the tunnel length to go completely under Yarraville at both ends - coming out in the industrial estate / port area and exiting within the freeway footprint around the Williamstown road area,
- It will box in the streets directly affected by the off ramps and tunnel - Beverley, Hughes and Lormer.
- Location of emergency exits along the tunnel
- Loss of property value due to portal and ventilation shafts regardless of actual impact. Perception is everything.
- Move portal back to freeway.
- Move portal back to original design or even further back towards the freeway.
- Move the tunnel entrance back to the freeway.
- Move the tunnel entrance.
- Move tunnel entrance back.

- Move tunnel entrance/exit away from residential streets.
- Moving the tunnel portal to Williamstown Road to near Hyde Street will significantly affect the local amenity.
- Need to move tunnel entrance away from the edge of Yarraville - like initial design or better.
- No plans or promises for pollution protection for residents from the tunnel/truck emissions etc. To international standards NOT Victorian.
- Pollution - the concentration of fumes from trucks and cars using the tunnel.
- Portal entry needs to be far away to avoid WG, perhaps Millers Road area
- Portals too close to residential area
- Sold - based on residential impacts on other tunnel, ie, South Eastern apartments. They were built after tunnel was completed.
- The digging of the tunnel will involve contaminated land. No one at the two sessions I have been at can tell me what the contaminants are.
- The northern entrance to the tunnel should be as far north as possible and not affect Yarraville Gardens.
- The shortening of the tunnel appears to be a cost cutting exercise giving the impacts on people and amenity far outweigh any benefits.
- The southern entrance to the tunnel should be as far south as possible and a community park created over.
- The tunnel entrance is too close to Yarraville and a highly valued high use Community Centre.
- The tunnel should be at a greater length duplicating lanes will only bring traffic, traffic noise and pollution closer to existing homes
- The tunnel should start further west in the current freeway
- The whole tunnel should extend under the Maribyrnong River with no elevated road over it
- This new design places a portal and stack dangerously close to residents
- To move the tunnel/overhead interchange away from Yarraville Gardens either by extending the length of the tunnel or move it further east.
- Tunnel directly under wetlands - childcare centre
- Tunnel entrance is WRONG!
- Tunnel entrance near houses and community centre.
- Tunnel have less noise impacts.
- Tunnel needs to move away, move further in the industrial areas so it does not affect the only park access in that part of Yarraville.
- Tunnel should be extended at both ends. Entry at Westgate Freeway, exit on Footscray Road.
- Tunnel under commercial properties, not residential.
- Tunnel UNDER the river, so minimal impact to residents and the environment.
- Tunnel very close to our home, but it has to go somewhere.
- Very concerned about moving the tunnel exit portal close to Yule Street. This will mean that the area along the river will now have a low bridge.
- Visibility of the entrance to the tunnel.
- We do have concerns ... about how close the raised new road and tunnel entrance will be to our house - we would prefer to have our house acquired
- why not extend the tunnel significantly to commence from Westgate Freeway and further along (tunnel to run under Westgate Freeway before linking to proposed tunnel?)
- Why not tunnel under commercial premises adjoining Whitehall Street. COST.
- Why not use opportunity to create a tunnel under the river to say South Melbourne (to alleviate further traffic over Westgate Bridge)?
- Would prefer tunnel to be extended well beyond Yarraville Gardens. Why can't it go under the river?

#### **Concern – elevated structures and visual impacts**

- Also concerned about the noise with the elevated section
- Extra noise from elevated road over Stony Creek
- Eyesore - I believe the raised roads will be an eyesore and detract from the liveability of the area
- Far too many road structures appear to cause a spaghetti junction over a beautiful parkland.

- Height of flyover road adding to visual, sound and air pollution
- I don't want an elevated road way at the end of my street.
- I envisage greater noise impact with the elevation for Hyde Street and Somerville Road residents.
- I feel the ramps pose significant visual and noise pollution to the area,
- Impacts of raised overpass on amenity of Spotswood. Visual - raised overpass 7m+ above existing road.
- It brings the whole impact of the elevated part closer to homes and it will destroy a new accessible and while not as well developed area into a dark unsavoury place.
- Location of ventilations stack and impact on surrounding environment.
- Lost view (due to sound barriers).
- Moving trucks off Francis Street to an elevated truck road 200 metres away appears to make no difference to current truck impact.
- Noise pollution from elevated over passes
- Sound barriers will reduce our view of the bridge and noise reduction is not guaranteed.
- The gradient of the flyover causes trucks to use a lot of power to ascent (noisy and greater emissions) and then the use of "air brakes" will be needed to descend (again, noisy).
- The noise of an elevated road way concerns me.
- The overbridge is too close to residential housing
- To move the tunnel/overhead interchange away from Yarraville Gardens either by extending the length of the tunnel or move it further east.
- Very concerned about the impact of the proposed bridge going down Footscray Road on the Yarraville Gardens!!
- Visual impacts from elevated overpass, above the existing freeway.

#### **Concern – air quality**

- A ramp which is at great height and short tunnel will only exacerbate pollution issues
- Advise how this will not impact air quality.
- Air quality
- And the exhaust stacks???
- As well as added air pollution.
- Commitment to meeting VicRoads noise standards of '68' isn't enough when the health impacts are widely known and likely to change in the future.
- Concern regarding air quality from tunnel ventilation. Location of emergency exits along the tunnel
- Concerned about the air quality and the Australian standards.
- Concerns about added traffic to the freeways, what this will do to the air quality for residence close to the freeway (Wembley Avenue)?
- Consider "coverings" to minimise noise and air pollution to the local area on parts of the freeway that may be exposed.
- Design needs to be based on WORLD practice air vent filtration.
- Design proposal - noise pollution, visual pollution, visual impacts and health impacts.
- Environmental - air quality.
- Environmental impact
- Height of flyover road adding to visual, sound and air pollution
- I am concerned about the negative impact of air quality in the immediate areas close to the freeway as a result of the significant increase in traffic.
- I believe the road will increase the number of trucks (not in the tunnel) and make a negative impact on the environment.
- I feel it will just increase traffic noise and pollution.
- I want to ride my bike and walk around Stony Creek without inhaling fumes and in peace, without any noise.
- Increasing pollution levels in the area affects all Yarraville residents negatively.
- It completely misses the point in reducing the reduction of pollution from small diesel particles
- Little information on pollution impacts.
- Location of ventilations stack and impact on surrounding environment.

- More ramps means more traffic hence more pollution in an already polluted area.
- Moving the trucks to a freeway 200 metres will not change pollution impacts.
- No indications around treatment of exhaust fumes - health.
- No mention of tunnel filtration
- No plans or promises for pollution protection for residents from the tunnel/truck emissions etc. To international standards NOT Victorian.
- Not sure how you can minimise pollution to our homes - but it needs to be addressed.
- Only shifting trucks from Francis Street to a few hundred metres south of Francis Street for very little improvement in noise abatement and pollution levels.
- Pollution
- Pollution - the concentration of fumes from trucks and cars using the tunnel.
- Pollution and stacks
- Pollution from emissions
- Significant noise and air pollution and its impact on local residents' health and liveability.
- Spotswood Ovals - pollution, noise,
- The additional concentrated pollution from more trucks and vehicles in the one place.
- The new proposal will not improve our air quality, and is even worse for our environment.
- The west is already very polluted and the source of much health concerns
- Transport industry figures estimate <20% of trucks meet emission standards. That is a lot of "dirty Volkswagens".
- We have enough pollution in Yarraville and we want no more!
- Where will these ventilation stacks go?
- World class filtration on stacks.

#### **Concern – noise**

- Also concerned about the noise with the elevated section
- Being a resident very close to the tunnel entrance/exit and truck ramp - I am very concerned about increased noise.
- Can the overground road speed limit be 60km rather than 80km to reduce braking noise of trucks?
- Commitment to meeting VicRoads noise standards of '68' isn't enough when the health impacts are widely known and likely to change in the future.
- Concern regarding noise and vibration from the tunnel after it is constructed.
- Concern regarding noise during tunnel construction.
- Concerned about pollution and noise from traffic entering tunnel near homes.
- Consider "coverings" to minimise noise and air pollution to the local area on parts of the freeway that may be exposed.
- Currently major noise problems are affecting areas such as Brooklyn, Yarraville and really impact on its residents life.
- Deeply concerned about the increased traffic noise from adding a freeway through a residential area.
- Design proposal - noise pollution, visual pollution, visual impacts and health impacts.
- Extra noise from elevated road over Stony Creek
- Height of flyover road adding to visual, sound and air pollution
- I am concerned about increased noise from trucks going up and down the ramps - both from Hyde Street and from the tunnel. I imagine the ramps will be steep and trucks will be working hard on the way up and using exhaust brakes on the way down
- I am concerned about noise and amenity impacts on my house.
- I am concerned about the noise extra to significant noise emitted from Westgate that will come from on/off ramps.
- I am concerned about the noise extra to significant noise emitted from Westgate that will come from on/off ramps.
- I am worried about noise/pollution from trucks going up the ramp from Hyde Street - braking and accelerating.
- I envisage greater noise impact with the elevation for Hyde Street and Somerville Road residents.
- I feel it will just increase traffic noise and pollution.



- I feel the ramps pose significant visual and noise pollution to the area, used by a high proportion of youth orientated facilities (Spotswood Club, Emma McLean long day care, the Spotswood Ovals)
- I think the overall idea is fantastic, the trucks in Yarraville ruin the area.
- I want to ride my bike and walk around Stony Creek without inhaling fumes and in peace, without any noise.
- I'm a resident who will be directly affected by this proposal. I moved into this house in the plan to have a family. Unfortunately this proposal has shattered my dreams as the truck noise, fumes, pollution, dust etc etc which will be caused by this ramp makes for an unsanitary place for children to be raised.
- Impact to local roads encouraging noise and pollution and dust. Brooklyn and Braybrook anyone!
- Increase noise and pollution for residents south of Francis Street
- Keep and improve noise barriers to prevent increased noise pollution in Yarraville.
- Minimise traffic noise at the exit point at Yarraville Gardens
- More ramps means more traffic hence more pollution in an already polluted area.
- My house will be affected by noise/dirt during construction.
- Noise
- Noise - the maintenance of the vents.
- Noise barriers during construction
- Noise concerns for residence close to the freeway (Wembley Avenue)
- Noise impact from additional truck and vehicular movement, closer to residential properties.
- Noise pollution from elevated over passes and the additional two lanes for trucks.
- Noise volume will increase.
- Noisy!
- Off ramps behind my home on Banool Avenue will significantly impact noise levels, pollution, aesthetic
- Only shifting trucks from Francis Street to a few hundred metres south of Francis Street for very little improvement in noise abatement and pollution levels.
- Reduce noise at Cullen Court and Spotswood recreation, sports areas, parkland.
- Remained concerned about the impact on nearby residents, eg, noise, pollution, visual aspects
- Residual noise, vibration and reduced air quality when the road is in use.
- Severe noise implications as result of increased traffic and trucks using roads.
- Significant noise and air pollution and its impact on local residents' health and liveability.
- Sound/noise pollution is a concern with the new design.
- Spotswood Ovals - pollution, noise,
- Still concerned about noise impacts given the change in plans.
- The gradient of the flyover causes trucks to use a lot of power to ascent (noisy and greater emissions) and then the use of "air brakes" will be needed to descend (again, noisy).
- The increased noise level.
- the introduction of the ramps at Williamstown Road - trucks, noise, pollution
- The noise level will be more than I currently have.
- The noise level will increase more than currently have.
- The noise of an elevated road way concerns me.
- The tunnel should be at a greater length duplicating lanes will only bring traffic, traffic noise and pollution closer to existing homes
- To create noise barriers to reduce noise impacts on residents.
- Truck noise and pollution hasn't been addressed adequately enough.
- Trucks are too close to Yarraville residences causing noise and air pollution.
- Very noisy,
- What would be the noise impact of trucks using Hyde Street off ramp??

#### **Concern – property value**

- Freehold asset value - major family asset
- I have a vacant block of land adjacent to my property which is adjacent to the freeway which I also own which if it was rezoned to commercial may benefit me by being able to place a large format billboard to advertise to the passing traffic.
- Impact on local property values.

- Loss of property value due to portal and ventilation shafts regardless of actual impact. Perception is everything.
- My house will go down in price and I want to expand but cannot.
- The house price will decrease
- The proposal will result in a significant increase in traffic past my house in Cullen Court, Spotswood (address provided, not published) which I believe will negatively affect the value of my property,
- The reduction of house and land value.
- This stinks. If it goes ahead as the current plan I will want to sell my home of 12 years and move. The problem is I will lose over \$100,000 on my property value. THIS IS AWFUL.
- Value of home/property values.

#### **Concern – health and amenity impacts**

- Air quality, noise quality are paramount.
- Also concerned re possible damage to properties - is there a proposal for compensation?
- Amenity of residents will be affected - in a different spot.
- Design proposal - noise pollution, visual pollution, visual impacts and health impacts.
- dust pollution during construction affecting local residents daily.
- Earth movement during construction.
- Hard for young kids.
- I am extremely concerned about the increased traffic next to my home.
- I don't want to do this rubbish to my land.
- Impact on local Yarraville residents
- increased impact on our health.
- Is the road positioned so that our quality of life is least affected - I don't believe that it is!!
- It seems to have a much greater and much more of a negative impact on residents - in a more direct way.
- It's a proposal for TU (Western Distributor) to make money at the cost of residents amenity.
- Little concern for welfare, amenity and safety of locals.
- Loss of amenity was very disappointing.
- Loss of liveability at our place
- Lost view (due to sound barriers).
- Moving the tunnel portal to Williamstown Road to near Hyde Street will significantly affect the local amenity.
- My two children under two years will be poisoned, their health significantly impacted by diesel fumes
- No indications around treatment of exhaust fumes - health.
- Placard loads are a small percentage of overall trucks - not worth sacrificing nature, residential for that.
- Provide costings of alternatives - savings should be paid as compensation for residential property impacted.
- Residents will once again be "screwed".
- Significant reduction to impact on my area needs to be considered.
- Significantly affects residences.
- Sound barriers will reduce our view of the bridge and noise reduction is not guaranteed.
- The building construction could have a significant impact on Yarraville Community Centre structural integrity.
- The losses to the community will not be outweighed by the benefits.
- The prospect of damage to my property during construction phase.
- This also will have a negative impact of the quality of life of residents.
- This amended proposal will have a deleterious effect on the local residents - their health, well being and their significant loss of amenity.
- This has a significant detrimental impact on the residents of Yarraville compared to the original plan.
- This proposal severely impacts the very small community of Hughes, Beverley and Lormer Streets. Please take our concerns seriously
- Vibrations / movement - impact on my home

- We have a right to live a healthy and sustainable life!
- We live in Stephen Street and this proposal will greatly affect our home
- Would the proposal affect me? YES.

#### **Concern – open space**

- A decrease in parkland and open space.
- Acquire apartments and townhouses on Stephen Street behind Community Centre. This will replace parkland that is lost to new road and tunnel entrance and will complement the Community Centre really well.
- Air quality, noise quality are paramount. Green space which is sadly lacking in the west is also important! Minimise negative impact of all of these as much as possible please
- Also, concerned about the tunnel popping up near Yarraville Gardens
- Although the proposal says its creating green space, the loss of Stony Creek to build this tunnel and overhead ramp is significant
- Concerned about impact on Stony Creek. There is little green space in Yarraville/Seddon as it is!
- Cost-cutting measures that ruins the amenity of Stony Creek.
- cuts the parkland space in half.
- Destroying the access to Stony Creek Reserve
- Destruction of precious open space.
- Disturbance and irreversible damage to Stony Creek Reserve.
- Don't touch Stony Creek Reserve.
- Environmental impact - on local area, Hyde Street Reserve, returning and replanting trees
- Erosion of green spaces in the suburbs just for \$\$\$.
- Exit point at Yarraville Gardens will destroy a community asset.
- Far too many road structures appear to cause a spaghetti junction over a beautiful parkland.
- Freeway access across Stony Creek will destroy important nature reserve.
- Future of Hyde Street Reserve. What will it look like after build?
- Green space which is sadly lacking in the west is also important!
- I am concerned that there is minimum impact on the Yarraville Gardens, which are a vital resource for the local people.
- I am particularly concerned about the potential impact on Stony Creek Reserve. The area needs to be enhanced rather than diminished.
- I don't want the parkland cut in half.
- I find the ramp over Footscray Road unnecessary cost
- I live in Sussex Street and I'm concerned about loss of open space around Stony Creek
- I propose extending the tunnel to minimise damage to the Hyde Street Reserve
- I think it is taking away a significant chunk of green space that Yarraville can't afford to lose.
- I want to ride my bike and walk around Stony Creek without inhaling fumes and in peace, without any noise.
- I would like to also see as much as possible of the Stony Park retained, although I know it is in the path of proposed work.
- Impact on local Yarraville residents and Stony Creek Reserve
- Impact on natural environment.
- Impact on Yarraville Gardens looks minimal, particularly if combined with truck ban on Hyde Street.
- Impacts upon Stony Creek Reserve.
- Increased population density and highly increased children's enrolments at the school suggests public space is more vital than ever, rather than removing a growing cared for recreation area (Stony Creek Reserve).
- It destroys the Hyde Street Reserve by chopping it into pieces and the ambiance and social use of parkland.
- It will destroy a much loved, well used parkland that was created by the community and has had the effect of creating a community.
- It will destroy a vital expanse of green space which has been regenerated so well and through the efforts of volunteers and the Council. Vegetation and thriving birdlife. This will be destroyed.

- Leave our open spaces alone.
- Loss of green space after much effort to improve it by locals.
- Loss of green space.
- Loss of open space.
- Loss of valuable parkland impacting many, many locals who use Stony Creek Reserve each and every day.
- No loss of green space!
- Open space is very necessary for inner areas of Melbourne and yet TU's current proposal is destroying ours!?!
- Parklands and recreation areas are more vital than ever with growing population density (and baby boom).
- Placard loads are a small percentage of overall trucks - not worth sacrificing nature, residential for that.
- Please no ramp on Stony Creek Reserve - too close to home.
- Possible realignment of Stony Creek to allow ramp on southern side of creek.
- Potential loss of parkland near the Westgate Bridge would be a concern for Yarraville residents.
- Ramps will divide the parkland adjacent to the Westgate Freeway in two. Doesn't appear to be access from one side to other.
- Ramps will divide the parkland adjacent to the Westgate Freeway in two.
- Really disappointed that open spaces are being lost to make way for roads
- Spotswood Ovals - pollution, noise,
- Stony Creek Reserve will be fragmented, people will no longer find it a peaceful park. Years of hard work will be lost forever. It will take years to restore, if ever. Created by the community, has taken years to open it up for public use and this will be destroyed. It helped to unify the community, and that will be destroyed.
- Stony Creek: counter intuitive
- The area around the Hyde Street park (Yarraville Gardens)
- The benefits will be for commercial interests at the expense of the environment and the community.
- The Friends of Stony Creek have worked so hard to provide a natural habitat it would be a shame if it was ALL lost
- The local community will NOT accept this proposal and we will fight for as long as it takes to protect our park.
- The loss of Stony Creek is a tragedy in an already minimal green Yarraville
- The loss of Stony Creek Reserve is tragic. Short term gain for a permanent loss. Stomping all over our community.
- The northern entrance to the tunnel should be as far north as possible and not affect Yarraville Gardens.
- The proposal will unreasonably diminish public green space.
- The ramps and tunnel should not be in Stony Creek. This is valuable space. That is no appropriate to be a roads freeway. The ramps should be on the south side of the creek.
- The ramps and tunnel should not be in Stony Creek. This is valuable space. That is no appropriate to be a roads freeway. The ramps should be on the south side of the creek.
- The reduction of open space and parkland in area.
- This proposal is unacceptable due to severe impact on OUR COMMUNITY asset of Stony Creek park.
- Too close to parkland at Hyde Street Reserve and Yarraville Gardens and houses.
- Truck ramp - looks ugly if it is above Stony Creek
- Very concerned about the impact of the proposed bridge going down Footscray Road on the Yarraville Gardens!!
- Visual and noise impacts on Stony Creek area are very significant.
- Visual/environmental impacts on golf course and reserve look minimal.
- We want the trucks off Francis Street, but not on our parkland.
- Will destroy Stony Creek Reserve
- You should ask "Does open space impact the liveability of your local area?" Yes - significant impact.

**Concern – other**

- Funds for compensation re damage to buildings.
- I can't find anything positive or beneficial about this proposal
- I have now been to two information sessions and still no one is able to tell me what Hyde Street Reserve contamination actually is!!
- Re: "placard loads access to freeway" from Hyde Street (terminals) you don't say (state clearly) this is only for the WESTBOUND traffic.
- Very concerned about the Hyde Street exit ramp.

**Comment/query**

- Bike lanes and bike tracks
- Build the tunnel, ramps and portals in Hawthorn/Toorak etc.
- Difficult!!!
- How will the "value adds" to the community be protected during the design and build.
- I think some concessions need to be made that will improve overall amenity of Yarraville
- I would like to see a more proactive approach to future planning around global standards not the "bare" minimum.
- Most expensive option.
- My only question would be about the smoke stack. I live right behind the tunnel so just want it to be as high as possible.
- Noise reduction!!
- Not a lot of space to add lanes.
- Still lack of clarity on the ramp on the southern side of the Westgate Freeway.
- The proposal isn't specific so how can we give specific suggestions?
- This current plan also attracts more vehicles from eastern, southern, northern suburbs. That's what it's all about. Money talks doesn't it!
- Transurban's solution should be more extensive, more jobs, longer tenure, more tolls = increased profit.
- We need a better solution.
- What were the other options? Previous Federal funding held to complete alternative; which as part of recent election campaign was lost - this has resulted in COST now being considered. Provide costings of alternatives - savings should be paid as compensation for residential property impacted.
- Where is the contaminated soil etc going to be dumped - land cannot be developed for housing so how can a tunnel be built.
- Why not build over concerned premises - along RIVER (2 storey or 15 metres).

**Topic 2: Support or suggested improvements to revised proposal design****Comment/query – support for proposal**

- A necessary construction - long term benefit considerable.
- Agree with it, thank you for removing the trucks from our roads
- Also like the design changes to remove trucks off residential streets.
- An alternative to the Westgate Freeway is needed for the western suburbs.
- Approve a tunnel concept (details to be confirmed).
- Easing of the traffic on the Westgate is a positive
- Enhancing general traffic movement from the west to CBD to eastern suburbs is a real positive.
- Federation trail link to city would be wonderful!!
- Get it done as soon as possible!
- Getting the fuel trucks off the streets too is really great. I'm all for the on/off ramps.
- Happy it won't affect my house.
- I am very supportive of the proposal as a project
- I like the design as it would be able to get trucks off local streets in Yarraville.
- I like the tunnel.
- I really want it and hope it goes ahead

- I think the overall idea is fantastic, the trucks in Yarraville ruin the area.
- I'm all for the on/off ramps.
- Love that you've come up with two plans so far that seem to have a reasonable balance of safety, amenity and environment.
- Needs to happen asap.
- Needs to happen sooner than later.
- No direct infrastructure impact in the South Kingsville area is a huge plus.
- Overall it seems to be positive
- Project looks good in theory.
- Sounds like a positive development.
- This it is good and will get trucks off the road.
- Visual/environmental impacts on golf course and reserve look minimal.
- Well designed and positioned
- Will free up the Westgate Bridge traffic "greatly" in both directions and at busy periods.

#### **Improve – urban design**

- Ensure truck ramps are visually not offensive and dominant. Ensure tunnel entrances and exits are integrated into landscape for least visual and aural impact.
- Greater greenery around exposed and affected areas
- Improving the aesthetics of the Williamstown Road/Westgate Freeway interchange and Westgate Freeway from Williamstown Road to M80 aesthetics and ongoing maintenance.
- Landscaping should be provided for all land used to widen the freeway. Dust mitigation should also be looked at as it's a major problem in the Brooklyn area with dust pollution being much worse than all other areas of Victoria. Most important is sound!
- Noise barriers - that look attractive
- Widening of the freeway should ensure residents are looked after with screening, vegetation, sound attenuation, and landscaping.

#### **Improve – other design suggestions**

- A ramp would be better from Footscray Road.
- Access to the Bolte Bridge south bound must be improved for trucks with less grade and more turning time.
- Acquire apartments and townhouses on Stephen Street behind Community Centre. This will replace parkland that is lost to new road and tunnel entrance and will complement the Community Centre really well. All of these properties are apartments and townhouses anyway. There wouldn't be any concerns about heritage listings.
- Actually... with the ramps, if we could have on/off ramps going east too, so the trucks can get on the Westgate Bridge that would be cool.
- Can the overground road speed limit be 60km rather than 80km to reduce braking noise of trucks?
- Can the overland road proposed be re-routed as per the sketch on the back of this page?
- Can the overland road towards Hyde Street be made sub-terranean, but open aired to reduce road noise?
- Concern - trucks heading eastbound? From Hyde Street how do the trucks head east? As they are only west facing ramps. East facing ramps are required
- Concern about ramps from Distributor to Hyde Street - can they be closer to Westgate Bridge than proposed?
- Concern about ramps from Distributor to Hyde Street - can they be closer to Westgate Bridge than proposed?
- Consider an alternative for truck ramps. Provide other alternative solutions.
- Don't create a bottleneck going into the city via Footscray Road.
- Duplicate McArthur Road in Parkville as this will alleviate traffic heading north east using the Westgate Bridge.
- Ensure regeneration of the Reserve at the end of Stephen Street is turned into a major parkland and reserve - create something extraordinary to ensure locals enjoy the amenity as much as possible.

- Ensure truck ramps are as far from residential properties.
- Find another solution for placard loads.
- Fuel trucks to be catered for via another option - this proposal should look at minimising non fuel trucks from the Yarraville area.
- Have designated truck lanes on the left but exit lane to the what must also be on the left.
- Have the on/off ramps on the industrial land to the south of the bridge.
- I wonder if the tunnel (which has large proportion of trucks for the refinery) can be routed to be under or close to refinery and a separate branch off to Hyde Street.
- It is great that industrial land and contaminated land is cleaned up
- Keep truck traffic in areas to which they are headed, not causing traffic slowdown.
- Locate ventilation stacks to minimise impact on local area and environment. Dust mitigation should be looked at.
- Move further in the industrial areas so it does not affect the only park access in that part of Yarraville.
- Move portal back to Westgate Freeway.
- Move ramps - realign closer to bridge.
- Move the ramps closer to Stony Creek and have the entry and exit points further west. Bit like the Distributor plan.
- Move the road for the petrol tankers to the industrial area.
- Need to install world best class filtration in the tunnel.
- Need to look at Dudley Street improvements to help traffic flow once cars exit on to Footscray Road.
- On the corner of The Avenue and Melbourne Road on the west side there needs to be an extra land to filter on to the freeway Altona bound. There is a reserve and old nursery site that we think VicRoads owns, so this would have no impact on the existing homes (see "name provided, not published" if unclear).
- Our best chance of getting this right is to have a proposal similar to the first design (longer tunnel) with the fuel industry to be catered for via another option such as new roads in and out of the area.
- Parkland
- Place ramps either side of Westgate Bridge
- Plant additional trees now in local streets to assist with air quality.
- Possible realignment of Stony Creek to allow ramp on southern side of creek.
- Provide an alternative to the Hyde Street trucking companies for them to benefit as well.
- Ramps must hug freeway.
- Reduce traffic build up from all directions and allow normal routes to run freely.
- Remove the oil refinery and relocate the length of the tunnel after and along Whitehall Street
- Simply look at more viable and realistically productive measures to reduce trucks - those who don't need to use it.
- So, please make as cheap as possible for trucks to use tunnel and exit to Hyde Street!!!
- The Hyde Street ramp should link to the south of the bridge (industrial land) as originally proposed.
- The Hyde Street ramps should be moved closer to the freeway - this would enable an on and off ramp back to the freeway so no trucks travel through Seddon and Footscray.
- The southern entrance to the tunnel should be as far south as possible and a community park created over.
- Tunnel as per the initial proposal and use the industrial land south of the Westgate.
- Tunnel UNDER the river, so minimal impact to residents and the environment
- Use industrial land only
- Use ramp via industrial land at Spotswood.
- Utilise Footscray Road as it is to save cost and reduce the tolls.
- Why isn't the southern side of the bridge with its vast vacant industrial land being considered more seriously?
- Why not use opportunity to create a tunnel under the river to say South Melbourne (to alleviate further traffic over Westgate Bridge)?
- Widening of the freeway should ensure residents are looked after with screening, vegetation, sound attenuation, and landscaping.
- Would prefer tunnel to be extended well beyond Yarraville Gardens. Why can't it go under the river?

### **Improve – noise treatment**

- Keep and improve noise barriers to prevent increased noise pollution in Yarraville.
- Landscaping should be provided for all land used to widen the freeway. Dust mitigation should also be looked at as it's a major problem in the Brooklyn area with dust pollution being much worse than all other areas of Victoria. Most important is sound!
- Need better sound barriers over rail bridge, none there at the moment.
- Noise barriers are essential
- Reduce noise at Cullen Court and Spotswood recreation, sports areas, parkland
- Reduce noise.
- So really effective sound barriers are needed.
- Sound barriers to entire length of freeway, where it passes through west, including in front of McLean Reserve, Spotswood.
- The widening of the freeway should include new sound barriers as the current ones do not meet VicRoads standards between Grieve Parade and Millers Road
- To create noise barriers to reduce noise impacts on residents.
- We live in Truman Street opposite the park. In the proposal can you please include a sound barrier on the Westgate end of The Avenue near the rail line, as the noise from the freeway is just about unbearable and with increased traffic this will be worse for us, we have tried in the past to remedy the situation with no results.
- Widening of the freeway should ensure residents are looked after with screening, vegetation, sound attenuation, and landscaping.

### **Improve – cycling and walking**

- Hyde Street is the only viable current route for cyclist travelling south/north under the Westgate. This needs to be maintained
- Needs to look after cyclists! Cater for cyclists crossing Hyde Street and Whitehall Street.
- The new bike path etc is critical.
- Include bike path crossing Whitehall Street and the river going into the city.
- Better bike links to remove the need to drive everywhere. Make guarantees to community in terms of noise impacts.

### **Comment/query**

- Future of Westgate Golf Course? Can it benefit by this development?
- Don't take anybody's houses.
- Option to re-zone land from residential to commercial which is located next to the freeway would be beneficial to me.
- I would be very interested in consulting with both Hobsons Bay Council, TU and VicRoads to consider the rezoning of my vacant land adjacent to my property from residential to commercial as this would be a direct benefit to me to erect a large advertising billboard on my vacant land which I own in addition to my property. This vacant block has no other use as residential.
- The noise should be considered.

## **Topic 3: Traffic issues and opportunities**

### **Concerns – traffic congestion and impact**

- Ramps do not work, all we need to do is look at the existing Citylink ramps, weather conditions have a big impact on people driving.
- Interesting design. Hyde Street exit might cause congestion
- What facility will be provided for access to freeway for the new "Yarraville Gardens" estate for 10,000 people at the old Bradmill site?
- Will the Bradmill development and the vast increase in traffic that it will create be taken into consideration?
- Will this factor in the Bradmill development? Or will they use the existing Francis/Williamstown Rd ramp?



- With growth developments either side of the Westgate Freeway at Yarraville West, South Kingsville, North Altona and proposed traffic building, how can the under/over take trucks from rat race streets in the area.
- 50% of container travel to Eastern suburbs but the return journey is not to the port but to an empty container park - no improvement.
- Concerns about added traffic to the freeways,
- This is NOT the answer to trucks on our streets.
- No definitive resolution to remove trucks off roads.
- I am extremely concerned about the increased traffic next to my home. This won't help the truck issue, it will just increase the traffic and put it in my backyard. Stop dumping on the inner west.
- Concerned about traffic coming into the city via Western Distributor - its already congested here.
- Free up traffic.
- Hoping the new tunnel eases traffic in local areas.
- I am concerned about the negative impact of air quality in the immediate areas close to the freeway as a result of the significant increase in traffic.
- How will trucks be enforced to move off local roads into tunnel
- Another option is required to get fuel trucks off local roads
- This proposal is not viable or acceptable. It will not alleviate traffic congestion on the Westgate Freeway or Bridge.
- Cannot see how this will assist traffic congestion on freeway – it's actually not taking trucks away from inner west but merely moving them south
- Trucks going east or west past Williamstown Road to Brooklyn yards will not use it.
- Trucks can't ever be taken off Francis St - don't harp on about this so much.
- We bought in Beverley Street knowing trucks were there, we aren't overly concerned about that - but we are about the ones who don't need to use it, who need alternative measures to get to the Docks.
- Trucks cause a huge impact on people/roads, so you are going to add to the problem by having them at a different spot on our 'doorstep'!
- It's not a new freeway or distributor. It's funnelling more trucks onto an existing, overloaded arterial.
- Less traffic
- Easier to cross road
- And if or when eventually something is built, TU and Government HAVE to MAKE IT 'compulsory' for trucks to use tunnels/ramps and roads built.
- Moving problem of Francis St; who people brought houses with the problem of TRUCKS, so we can be impacted.
- Placard (Hayard) trucks will still be on LOCAL roads
- Don't create a bottleneck going into the city via Footscray Road.
- I believe the road will increase the number of trucks (not in the tunnel) and make a negative impact on the environment.
- Impact on Yarraville Gardens looks minimal, particularly if combined with truck ban on Hyde Street.
- Unless we build a second port, Yarraville will continue to be impacted by truck traffic.
- Enhancing general traffic movement from the west to CBD to eastern suburbs is a real positive.
- Congestion on Hyde Street to Footscray Road is already significant every day.
- Connectivity between Westgate Freeway, Port of Melbourne, Citylink and CBD: this will increase congestion into the city from the west
- There is no way that inner city roads can carry the increase in freight forecasted
- The redirection or to encourage trucks to not use Francis Street, Somerville Road, or if possible Williamstown Rd as access on to Westgate Freeway or adjoining roads
- The Hyde Street access to the Westgate is the only part that will lead to any reduction of truck traffic.
- The proposal will result in a significant increase in traffic past my house in Cullen Court, Spotswood (address provided, not published)
- And will cars and trucks use this road - so will traffic be relieved?
- How are trucks going to be prevented from travelling north all the way up Hyde Street? These are the trucks that can't use the tunnel
- And I'm concerned there will be an increase in traffic in general along the north of Hyde Street.

- Re: "placard loads access to freeway" from Hyde Street (terminals) you don't say (state clearly) this is only for the WESTBOUND traffic.
- Will free up the Westgate Bridge traffic "greatly" in both directions and at busy periods.
- It's still not taking the truck traffic from Yarraville and dangerous goods being transported.
- The use of Blackshaws Road, Millers Road and Mason Street as truck rat runs.

#### **Comment/query – tolls**

- Low tolls. Have two truck lanes and two car lanes. Truck exits and car exits.
- Need to be reassured independent truck operators have capped tolls!!
- Toll the cars instead.
- Only the Hyde Street ramp will provide this as trucks won't use tolled roads in any numbers. See above - limited effect with Hyde Street ramp, virtually none from a tolled tunnel. Lovely rhetoric which basically says nothing.
- Trucks must be forced on to toll road.
- Will not remove trucks from suburban roads - they will not pay toll!
- Concerned that trucks would once again use our local roads to avoid tolls.
- Truck tolls need to be low or none at all otherwise the trucks will not use the road
- It's also very hard to be confident that trucks will be compelled to use a new toll road.
- Will trucks use the new toll roads, when they refuse to use the current ones?
- Main concern is that trucks will not use tunnel, or exit to Hyde Street - because of cost involved.
- So, please make as cheap as possible for trucks to use tunnel and exit to Hyde Street!!!
- Remove tolls from Bolte Bridge.
- Take the tolls off the Bolte Bridge for trucks. This will help the inner west truck traffic as they will stop coming through Yarraville to avoid the tolls.
- Removing tolls for trucks from Citylink north of the Westgate would do more to take trucks from local streets.
- No tolls on this road.
- I find the ramp over Footscray Road unnecessary cost and result in increase in tolls.
- Utilise Footscray Road as it is to save cost and reduce the tolls.
- Primarily trucks were to pay fee for delivering to and from ports - this could pay for improved railway system.
- The 'placard load' off ramp is a tolled road likely to increase revenue for TU.
- Very limited given it will be a toll road and feeds from the Westgate

#### **Comment/query – moving trucks off local streets**

- How are trucks going to be prevented from travelling north all the way up Hyde Street?
- And if or when eventually something is built, TU and Government HAVE to MAKE IT 'compulsory' for trucks to use tunnels/ramps and roads built.
- Consider truck curfews or affordable tolls for proposed road.
- If a lot of trucks are heading west, curfews or bans on trucks using local roads will need to be put in place along with the tunnel and ramps for force trucks to use the new motorway.
- Implementation of bans on trucks using local roads in conjunction with the ramps and tunnels to ensure trucks use the new facility.
- Prioritise remaining truck traffic from local roads
- thank you for removing the trucks from our roads
- Also like the design changes to remove trucks off residential streets.
- This it is good and will get trucks off the road.
- Removing as many trucks from local roads as possible is fantastic.
- Would be able to get trucks off local streets in Yarraville.
- Getting the fuel trucks off the streets too is really great.
- Move the road for the petrol tankers to the industrial area.
- Removal of trucks from area would be a great improvement.
- The proposal will not remove significant numbers of trucks from neighbourhood streets.
- Moving problem of Francis Street; who people brought houses with the problem of TRUCKS, so we

can be impacted.

- Moving trucks off Francis Street to an elevated truck road 200 metres away appears to make no difference to current truck impact.
- Only shifting trucks from Francis Street to a few hundred metres south of Francis Street for very little improvement in noise abatement and pollution levels.
- We want the trucks off Francis Street, but not on our parkland.
- my main concern being removing truck traffic from Francis Street.
- How will these trucks be delivered away from Francis Street/Melbourne Road.
- New Hyde Street connection is ridiculous - it is not a viable alternative to Francis Street for trucks.
- The redirection or to encourage trucks to not use Francis Street, Somerville Road, or if possible Williamstown Rd as access on to Westgate Freeway or adjoining roads

#### **Comment/query**

- Congestion on Hyde Street to Footscray Road is already significant every day.
- Hyde Street turning to Footscray Road - Docklands is already significant in and out
- What about additional train infrastructure? The impact on Yarraville Station and already overcrowded Werribee/Laverton trains will be immense.
- Move port to Hastings - focus on rail!!!
- Implement the plan for rail links.
- Improve railway NETWORK linking port - set up transport HUB outside of CBD (industrial AREA) to more effectively MOVE goods to PORT. Primarily trucks were to pay fee for delivering to and from ports - this could pay for improved railway system.
- Need to ensure social and business impact studies are included in planning.
- Just need to ensure SIA and business impacts done.
- Improve/increase rail services to ease commuting into the city.
- Unless we build a second port, Yarraville will continue to be impacted by truck traffic.
- Invest in rail - it is the only way Melbourne is going to be able to cope with future growth population.
- Connectivity between Westgate Freeway, Port of Melbourne, Citylink and CBD: this will increase congestion into the city from the west
- Hyde Street turning to Footscray Road - Docklands is already significant in and out
- Relieve M1 congestion and support freight: There are other ways to assist freight movement via the river and by-passing the up ramps. Appleton Road too congested 1-2km.
- There is no way that inner city roads can carry the increase in freight forecasted. Rail must be part of the solution.
- Think about underground metro if it's feasible, along with the trucks.
- Overall it's about time to think of solutions for improved traffic.
- Also an underground metro system should be initiated as transport in Victoria is clearly a problematic one. Australia in general is very far behind other countries existing road and metro system. Time to start a project!!!
- Overall it's about time to think of solutions for improved traffic.
- Extra trucks will make safety an issue. Remember, cyclists are only increasing.

#### **Topic 4: Information and consultation process**

##### **Concern**

- I'm concerned that there have been no detailed drawings of what it will actually look like.

##### **Comment/query**

- Thank you for an informative briefing by your staff.
- Congratulations on the consultative approach you guys have undertaken with this project - well done! This session has been informative and I hope there will be further opportunities for local people to be advised and consulted.
- I feel that these sessions are PR nonsense and this is all about TU making \$ and not about the good of the community.

- I really dislike this type of forum because the room is noisy, and I can't hear the answers to either my questions or - just as importantly those of my community - this requires a public forum.
- Lack of transparency about consultation process with local residents.
- I have now been to two information sessions and still no one is able to tell me what Hyde Street Reserve contamination actually is!! Always promises to find out.
- Brochure - 1st consideration - STAKEHOLDER - interesting - is that TU stakeholders?
- Remained concerned about the impact on nearby residents, eg, noise, pollution, visual aspects - need much more information as to how this will be managed.
- That everything is still incredibly vague
- This community information session provided more scope on the project.
- Residents directly affected were NOT consulted.
- And the exhaust stacks???
- Previous Government bought houses and land for East West link but are unwilling to do so here. WHY?
- Confirmed placement of where the ventilation structures would be.
- Will there be noise abatement? Are there any strategies?
- Tunnel and up-ramps. Where are the ventilation pictures? Noise reduction.
- You've not really/seriously considered the very reasonable/logical ideas residents have :(
- The digging of the tunnel will involve contaminated land. No one at the two sessions I have been at can tell me what the contaminants are.
- How are children and young people being engaged in the planning process? After all, they'll be the road users and tax payers supporting it? What are the ways their opinions will be canvassed and taken into account?
- Why are there pictures of concepts for proposed minor improvements but no pictures of concepts of tunnel and overpass - what they will look like and where they will be???
- You have a proper community consultation when you present information and allow people to ask questions. You present the information a few times to allow for us all to attend - weekdays and weekends.
- Continue to involve the local community.
- Why can't TU give a proper presentation and take questions that everyone can hear and comment on.
- We wish to have the ability to publicly question TU officials in an open forum situation, ie, a Q&A session.
- Look at who is not here and work out ways to reach them, eg, there are a lot of older Greek (Macedonian) Italian people - where are they? Could use Orthodox Church St Augustines (again) for consultation. Were there qualified interpreters here?

#### **Improve – website and visuals**

- Visualisations are somewhat deceptive - please provide versions from higher ground perspective.
- Why were the more detailed images not made publicly available? No answers to any of our questions - just more TU propaganda.
- First time seen wider map - which still doesn't details street names.
- No proper concept drawings.

#### **Improve – information and timing**

- I think what has been presented today is very uninformative and is misleading and confusing.
- We as the residents directly affected weren't consulted.
- Not sufficient information of freeway entrance west of bridge (around Bena Street, Eirene Street, Williamstown Road entrance)!
- Have proper consultation - not a Mickey Mouse type.
- The lack of information around noise
- Confirmed placement of where the ventilation structures would be. Independent study of impact of truck traffic taken off local streets.
- Not clear about what's happening - will it change again?
- Still lack of clarity on the ramp on the southern side of the Westgate Freeway.

- I need to see a noise survey and plan before approval. Define the noise limit for this project
- Define noise limit. Share current condition for noise with a new noise survey.
- Independent study of impact of truck traffic taken off local streets.
- Independent impact assessment to residents
- Where/location of the vent stacks? A more detailed simulation of the completed project, ie, the actual animated completion of the works. A walk through from A-B-C.
- Also, more information re: exhaust stacks.
- If the proposal has changed to community feedback regarding truck traffic, there seemed to be no information from TU staff as to percentage of trucks taken from using local roads.
- What about information about the ventilation stacks? How will these be managed? In Europe the air is filtered underground and so enters the air as clean.
- The lack of information around noise
- Not enough tangible information about noise barriers/ventilation stacks.
- Lack of information about how many trucks out of total percentage will come off Francis Street.
- More detail is required in the sign of the system.
- Do trucks have a negative impact on the liveability of your local area? WRONG QUESTION. Should be "Do you value your precious open space in Yarraville?"

## Appendix 4 – Project Design Update community session feedback form

WesternDistributor



### Feedback form

The purpose of this feedback form is to ensure we capture your views and the key points you've discussed with us today, so we can consider your feedback as we develop the proposal further.

**Do trucks have a negative impact on the liveability of your local area?**

- ☐ No, they don't affect me
- ☐ Some impact
- ☐ Significant impact

**From what you've heard today, in a few words what are your top three comments about the Western Distributor Proposal? Feel free to use the back page to provide more detail.**

1. \_\_\_\_\_  
\_\_\_\_\_
2. \_\_\_\_\_  
\_\_\_\_\_
3. \_\_\_\_\_  
\_\_\_\_\_

#### Your details - optional

Feel free to provide your name and contact details.

Transurban may request your contact details to help us stay in touch with you as we develop the project design and undertake planning approval activities. Your information will be used for the purpose of consultation on the Western Distributor project, and will be collected, stored and used in accordance with Transurban's privacy policy.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

[transurban.com](http://transurban.com)

**transurban**

Transurban has proposed the Western Distributor to:

- provide an alternative to the West Gate Bridge
- provide direct connectivity between the West Gate Freeway and the Port of Melbourne, CityLink and the CBD
- move trucks away from homes in the inner west
- relieve congestion on the M1 and support Victoria's freight task

**What suggestions do you have for improving the proposal to ensure it achieves these objectives while minimising impacts? Please be specific.**

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**Detailed comments about the Western Distributor proposal**

## Appendix 5 – Concept Design participation analysis

### Participation profile – online submissions

When providing an online submission, participants were **required** to report a self-identified **email address**, however, it was **optional** to provide a **postcode**.

As shown in Table A4, a total of **470** online submissions were received. As shown in the below table, a total of **132** submissions included a suburb or postcode and **340** submissions did not. While the online consultation appears to have attracted submissions across a broad range of suburbs, many responses were submitted from the postcode areas of 3015 and 3011.

**Table A4: Summary of submissions based on postcode**

Postcode	Suburb/s relevant to postcode	Number of submissions
3015	Newport, South Kingsville, Spotswood	36
3011	Footscray, Seddon, Seddon West	34
3013	Yarraville	28
3012	Brooklyn, Kingsville, Maidstone, Tottenham, West Footscray	18
3025	Altona East, Altona Gate, Altona North	5
3031	Flemington, Kensington	3
3018	Altona, Seaholme	3
3000	Melbourne	2
3008	Docklands	1
3088	Briar Hill, Greensborough, St Helena	1
3016	Williamstown, Williamstown North	1
Not stated		338
<b>Total</b>		<b>470</b>

A total of **158** individuals self-reported different email addresses. As shown in Table A5 there were **82** instances of multiple submissions being made from the same self-reported email address.

**Table A5: Number of multiple submissions received from the same email address**

No. of submissions from single email address	No. of individuals
1 submission	76
2 submissions	25
3 submissions	21
4 submissions	7
5 submissions	7
6 submissions	6
7 submissions	3
8 submissions	4
9 submissions	1
10 to 16 submissions	7
31 submissions	1
<b>Total</b>	<b>158</b>



### Participation profile – community information sessions

Seven drop-in style community information sessions were held to discuss the Concept Design, outlined in Table A6.

**Table A6: Details and attendance for community information sessions to discuss Concept Design**

Location	Date and time	Venue	Attendees
South Kingsville	Saturday 16 April, 9.30am-1.30pm	Sth Kingsville Community Centre	107(25.3%)
Altona North	Wednesday 20 April, 5pm-8pm	Grand Star Receptions	31 (7.3%)
Yarraville	Thursday 21 April, 5pm-8pm	St Augustine's Parish	72 (17.1%)
Footscray	Saturday 23 April, 9.30am-1.30pm	VU at MetroWest	37 (8.8%)
North Melbourne	Wednesday 27 April, 5pm-8pm	Meat Market	43 (10.2%)
Spotswood	Thursday 28 April, 5pm-8pm	Pumping Station at Scienceworks	92 (21.8%)
Docklands	Tuesday 3 May, 5pm-8pm	Limelight Room at Etihad Stadium	40 (9.5%)
<b>Total</b>			<b>422 (100%)</b>

Participants were not required to report their name or contact details.

## Appendix 6 – Concept Design feedback analysis by category and theme

### Online and community information sessions – verbatim comments

#### Key design considerations

##### General comments – verbatim comments

###### Altona North

- Residents in the pocket along The Avenue, Spotswood get more visual impact, less benefit
- Noise and vibration doing digging, what will happen?
- Want to see removal of trees next to Murdoch Court
- More targeted community engagement for specific residential groups
- If you get rid of the houses, will you pay us off? So will you pay billions of dollars to pay us off for our homes, which will be millions of dollars?
- What happens when the vibration causes huge cracks, will the council pay for it?
- Very concerned that some options have a great impact on public reserves
- Being so close to Paringa Road, will this affect the sale price of our house?
- Long term relocation of the port is likely, therefore why build truck facilities, take containers by underground electric rail

###### Docklands

- Ambitious project
- Transurban and the Victorian Government need to consider amenity and impact on local communities of the major roads, in particular elevated roads
- Political stitch up nobody needs, save the kids at Maribyrnong (unknown) do need clean air
- We need a tunnel extension of Wurundjeri Way to Kingsway please

###### Footscray

- Please go ahead, need to take traffic, especially trucks, off Somerville Road, Williamstown Road, Francis Street and Geelong Road
- I appreciate the community consultation process
- Is Transurban considering the property value decrease with the increase in infrastructure and traffic?
- Further induced traffic from Wyndham will increase isolation of Geelong and G21 region, need one planning regime, not two
- Transurban should not be involved, government needs to stand on its own feet, Transurban creates tollway traffic
- Transurban must be judged by failures of Tullamarine Freeway widening, Strathmore Secondary College, Melbourne Gateway
- What are we doing about climate change?
- Construction methods, what can be done with regards to the environment?
- Abbott Street, Spotswood
- Injection of cultural capital and respecting Footscray's history
- Preserve and enhance, maximise green space as much as possible
- Hyde Street connection, yes please
- Regeneration of Maribyrnong Riverbank
- Extend the road reserve and acquire houses for the West Gate Freeway widening

###### North Melbourne

- Concerned that Transurban will design project without regard to the community concerns or ideas, as happened with the Regional Rail Link
- Provide access to raw data as the modelling is not convincing, the outlying data is important, not just the averages, need to assume there will be traffic incidents

- Why won't government or police enforce existing curfews in Footscray, Pascoe Vale Road, etcetera?
- Are roads the answer?
- Why should CityLink Tullamarine Freeway users pay for this Western Distributor when they don't use it? Inequitable?
- Can Federation trail and pedestrian networks be built first not last please?
- Final design post and tender, should be subject to community consultation
- Ensure this project is implemented with other projects in mind, for example E-Gate, not in isolation

#### South Kingsville

- Ferry option from Spotswood to Docklands for cyclists and pedestrians
- Please think more about cycle trips to the city, every person or person encouraged to cycle reduces the amount of car traffic
- Truck traffic will not be elevated on Francis Street unless the containers parked on either end are removed, this has to be done as well as the Western Distributor
- Social impacts, community space, health impacts, green area
- How about liveability? Health impacts on local community
- Access to limited open space in the inner west
- Alternative transport options for the future, not just more cars and trucks
- Please do not ignore the cyclists
- Please consider the long term impacts, green space already very limited, health and amenity of all locals
- It would be helpful to enlarge the Melways reference points next to the visual parts of the project
- Five and a half billion dollars to construct, then a further thirty billion dollars over ten years from extended tolls on CityLink, why? Thirty-five billion dollar cost to Victorians
- Options one and two okay, Options three, four and five not good for traffic in and out of Newport Williamstown
- Option one visual however seems most logical

#### Spotswood

- Short tunnel preferred
- Felt being told stones smoke and mirrors, everyone available to talk all preaching the same lines seemed rehearsed
- Need to see Environmental Effects Statement for both long and short tunnel options
- Noise and sound walls, urban design
- Too close to homes amenity impact, should be public acquisition
- No good Hyde Street option
- Getting trucks off inner west streets is good but we need more public transport
- Seems that Hobson Bay residents will bear the brunt of the impacts
- Worried about the impact of living right next to freeway on property value
- Why are we widening Westgate to twelve lanes as more roads means more traffic, we need alternatives to car transport
- Hyde Street long tunnel, no good options, but long tunnel is preferable to short tunnel
- The ramps only allow trucks to head west, huge visual impact and cost for an ineffective result
- Air quality, Environmental Effects Statement
- Impacts on air quality
- Build rail tunnel here, under Yarra River by West Gate Bridge

#### Yarraville

- Pleased that heavy vehicles and dangerous goods are being catered for, means port and industry can stay which has benefits for the whole State
- Light rail up Dynon Road and Footscray Road
- Green compensation environmental respect to be demonstrated by increasing greening of the inner west
- Definite preference for short tunnel

- Enforcement of truck bans on Francis Street a must as toll avoidance a concern
- Thanks, very informative and professional
- Still concerned about getting the trucks out of Yarraville
- Quota of one hundred trees planted per kilometre of road or tunnel
- Short tunnel, more green space, less cost, less disruption
- Long tunnel preference
- Would relocating the port not make more sense
- Long tunnel, don't spend five and a half billion dollars on half-measures
- Putting all the eggs in one basket, should invest in Westlink instead
- Frustration that Eddington recommended Westlink it would be good to see a comparison between that and the Western Distributor
- Air quality is my number one concern this project should improve air quality with community with focus on adding extra green space
- This is a once-in-a-lifetime opportunity to get this right
- Twenty-four hours a day, seven days a week curfews on all residential streets as we know from the CityLink experience that trucks avoid tolls if they can
- 91 Moreland Street under freeway becomes an urban jungle of stolen cars, rubbish, graffiti, bringing change to environment
- West Gate Freeway and Bridge cannot cope with additional trucks
- Long tunnel best option, less impact on Stony Creek
- Abandon the short tunnel, elevated freeways and houses do not make a liveable city
- Can you put a bouldering wall somewhere like at Burnley
- One thousand trucks a day to the Yarraville and Spotswood fuel terminals, who are you kidding

## **Key design consideration - verbatim comments**

### **Concern – proximity**

#### Spotswood

- The local community should not be detrimentally affected for the benefit of external communities

### **Concern – open space**

#### Spotswood

- Again total misrepresentation of the possibilities of vegetation and open space in the two surrounding municipalities
- The park should not be adversely affected by the short tunnel
- Good luck in establishing and maintaining open and green space like this visual in the dry, clay soils of the West, visuals are not an appropriate representation of our possible local urban space

### **Concern – noise**

#### Spotswood

- Use this as an opportunity to make things better, remove the trucks, pollution and noise and do it properly with the long tunnel

### **Concern – property value**

#### Spotswood

- Property value decrease for houses adjacent to extra two lane widening

### **Improvement idea – urban design**

#### Spotswood

- Because the road is significantly closer due to embankment being gone, noise walls need to be better and more effective, as the situation is much better
- Good street lighting on new highway to prevent residential light spill

### **Advantages**

#### Spotswood

- Love what was done for this project, great tunnel entrance, this is why my preference is the short tunnel

### **Comment/query**

#### Spotswood

- It is difficult to believe these manicured landscapes are what Stony Creek Reserve could look like with the short tunnel option
- Let's hope the urban design pictures become reality
- How come current CityLink looks nothing like this
- My family uses Hyde Street Reserve for passive recreation, walking, swimming, dog walking, group training, cycling
- Getting trucks off our suburban streets and forcing them onto freeways would be brilliant, they are a bunch of cowboys

### **West Gate Freeway widening – verbatim comments**

#### **Concern – proximity**

##### South Kingsville

- Do not want freeway flyover impacting residential areas of Altona North between Kyle Road and Millers Road, strongly opposed

##### Spotswood

- Coming too close to residents

#### **Concern – open space**

##### Altona North

- Loss of vegetation and Paringa Road

#### **Concern – air quality**

##### Altona North

- More cars, more trucks, more pollution, how will you cut down noise?

##### South Kingsville

- Extra noise and pollution to an area that already suffers with noise and pollution
- We have major issues already at Kyle Road with freeway noise and dust as no barriers in place along freeway to the south in front of substation
- High level of noise and pollution

##### Spotswood

- Air quality

#### **Concern – noise**

##### Altona North

- Trucks stopping at signals make extra noise, this has increased noise considerably
- More cars, more trucks, more pollution, how will you cut down noise?
- Closer freeway could cause more vibration and noise
- Increased noise and vibration impacts for adjacent residents
- Noise, vibration, closer to freeway

##### Footscray

- More noise?

##### South Kingsville

- Extra noise and pollution to an area that already suffers with noise and pollution
- We have major issues already at Kyle Road with freeway noise and dust as no barriers in place along freeway to the south in front of substation
- Main concern relates to what noise barriers will be put in place on the freeway during and post construction
- High level of noise and pollution

#### **Concern – amenity**

#### Altona North

- More cars, more trucks, more pollution, how will you cut down noise?
- Brings road closer to Paringa Road

#### Footscray

- Bans and curfews not enforced or respected

#### South Kingsville

- Ugly
- Concern over access to West Gate Freeway during construction
- Cars at our front door

#### Spotswood

- The removal of large native trees
- Light spill on houses

### **Concern – vibration**

#### Altona North

- Closer freeway could cause more vibration and noise
- Increased noise and vibration impacts for adjacent residents
- Noise, vibration, closer to freeway

### **Concern – property value**

#### Altona North

- Concern about impact on property values? is it worth renovating?

#### South Kingsville

- Devalues our house
- House devalued, we should be able to get a valuation before construction, then one after project completed, government should pay the difference as compensation

### **Concern – traffic flow and congestion**

#### North Melbourne

- One big wide road puts all the eggs in the one basket, what happens if it gets blocked?

#### Online

- This whole project does nothing to deal with the real problem travellers have to face regardless what time of day when travelling from the EastLink to Geelong or Ballarat. The East-West Link the Liberals had proposed was a much better idea than this complete waste of taxpayer money. Just go and look at the congestion at Hoddle Street exit or where the Highway ends into Carlton then on through Royal Park. I would much rather see money spent on a bridge built or tunnel across Port Phillip Bay near Sorrento to Queenscliff with tolls. I would be happy to pay to avoid this nightmare which is getting worse every year. This idea makes much more sense than the token Western Distributor which does very little to end the bumper to bumper struggle motorists frustratingly put up with on their east to west journey. *In response: You have frustration on your east to west journey agreed but what about the frustration on the west to Central Business District journey? Everyone has it tough and no extra roads will improve it really. You should also be aware the Western Distributor is the western part of East-West Link. Is it not about time the west got something first? The eastern section will come afterwards. Victoria voted to scrap it for the time, remember that. I did not see the point in the eastern section first either, that said, I voted Liberal, I wanted the airport train they promised as part of their last election campaign. Keeping everyone happy is impossible I am sure you would agree.*
- The main congestion hotspot at the bottleneck at M80 Ring road and West Gate Freeway interchange is not being addressed in this design. Increasing traffic on Millers Road and other connecting roads is causing more air and noise pollution on already much polluted western suburbs, especially in Brooklyn. How would the construction be carry out to minimise the disruption and pollution? Reduce truck traffic on local streets? More like driving more truck traffic through Geelong Road, Millers Road and Kororoit Creek Road, how do you make sure the local residents in these areas not end up living worse from this proposal? (one vote - agrees)
- Please whatever you do please estimate future traffic levels correctly and allow for current, short term and long term traffic levels. The Eastern Distributor in Sydney with only two lanes in each direction was at

capacity from opening date. It is a classic case where short sighted cost savings resulted in massive congestion and long term issues. A few extra million dollars at the time were saved and now they need to spend billions to create a new tunnel. So please allow for enough lanes in the tunnel and the express lanes between the M80 and the bridge. I have a concern that only two lanes are shown on the tunnel, there should be three lanes minimum.

- Again another waste on time and money as we need traffic off the West Gate Freeway not more lanes. East-West link is a must. We are still filtering more traffic through the same bottleneck. Reduce the traffic and you will not need this.
- Widening the West Gate Bridge but putting a restriction of heavy vehicles to divert them to the new Western Distributor to end at the Port for the Port because of the Port. The Footscray Road to the Tullamarine Freeway will be the same as will the entry to the Bolte Bridge, hence the current parking lots now as the Tullamarine Freeway and the Bolte Bridge will become more congested parking lots, problem of traffic congestion made worse.

#### South Kingsville

- Confusing as to what lane you will need to be in as you need to decide before Western Ring Road interchange
- Not clear how the two lanes will fit and eighty kilometres an hour speed limit will be necessary
- Roads in Footscray are already bumper to bumper and this will make it worse
- What if the majority of traffic in the express lane is for the bridge, might need more lanes for the bridge
- Lots of interchange and merging issues, increase in accidents, disruption to the system
- Westgate Freeway remains a bottleneck, surely there are better ways of moving increased volumes of freight and people from west to east
- Bottleneck near Western Ring Road interchange
- All eggs in one basket, one accident and total shutdown
- Too many freeways
- Still provides only one artery to the city and beyond

#### Spotswood

- Widening the West Gate to feed the Western Distributor will minimise impact on other West Gate traffic

### **Improvement ideas – noise**

#### Footscray

- Put up sound barriers

#### South Kingsville

- Very high barriers needed
- Need very high barriers
- Need to have high sound barriers in place the entire length of the freeway where widening to reduce sound and air pollution
- Altona North needs well designed appropriate noise barriers on the Westgate Freeway, current barriers are ineffective or non-existent
- Provide properly designed noise barriers as per Eastern and M1 Freeways and not just a big timber fence

#### Yarraville

- Need sound barriers along Footscray hockey field to protect northern residents

### **Improvement ideas – active transport**

#### Docklands

- Bicycle connection over Millers Road between Federation Trail

#### Footscray

- Enforce curfews

#### North Melbourne

- Any bicycle lanes along any of those freeways?
- Why not make the two outside lanes railway lines with some new stations along the way?

#### South Kingsville

- Important to reduce and not increase the exit and entry points on freeway for traffic flow
- Need express lanes for public transport, buses and three or more people only lanes
- Improve public transport instead

- Hope bike paths are kept accessible during the project
- Please retain same location for pedestrian footbridge near Wembley Avenue

#### Yarraville

- Currently traffic diverting to Millers Road from Somerville Road and Francis Street for freeway access, need two more ramps at Grieve Parade

#### **Improvement ideas – other**

##### North Melbourne

- Put a road tunnel under the existing freeway as an alternative to widening
- Extend western tunnel beyond the rail

##### Online

- I believe the on ramp should be shortened and pushed back further south closer to the freeway. This way it will minimise the loss of land and impact on my business. Secondly we are an established business in the area already with quick and easy access to the freeway. Should a toll be introduced I think we should be exempt from the toll as we will be losing land to prosper this project.
- Improve internal roads in all the suburbs. Improve bus and train connectivity during peak hours. In suburbs like Point Cook which is massive, shares a train station, the bus frequency all through the day is shocking. People drive partly due to this reason. Add significantly more parking at Williams Landing, Aircraft and Hoppers crossing stations on the Werribee line and also at Tarneit station on that line. Provide more parking facilities in the Central Business District periphery so people do not have to drive into the Central Business District holding up the traffic which crawls and with new speed limits of thirty or forty kilometres per hour it is going to get worse. Let people take advantage of free tram zones within the Central Business District. With the new road work ensure all the entry and exit ramps have adequate capacity. *In response: Promoting public transport is the right solution. No matter how good this design is it is hitting the wrong direction. A waste of money. In addition to what you have said a dedicated bus lane is another good suggestion.*

##### South Kingsville

- No lane along Fogarty Avenue
- Build short option as people where they live are more important than parkland in an industrial zone
- Top quality for life of project forty plus years

##### Yarraville

- Need access for the one thousand, one hundred new residents in the Bradmill site
- The two missing ramps at Grieve Parade need adding
- Need two on and off ramps at Grieve Parade for industrial traffic from Grieve Parade, not through Brooklyn and residential area

##### Footscray

- Incentivise trucks to get out of residential

##### South Kingsville

- Blackshaws Road needs to be protected by truck ban
- Need an option for directing traffic from Altona Meadows, Altona and Williamstown to ease congestion along Williamstown Road

#### **Advantages**

##### Footscray

- Is needed
- Aid with current bad congestion to the city
- Do it as soon as possible, no diddle-daddling

##### South Kingsville

- Federation Trail to finally be completed
- Absolutely essential for flow of traffic
- Express lane is a great idea

##### Spotswood

- It will allow for the Western Distributor long tunnel, please



## **Comment/query**

### Online

- Overall the design appears reasonably well thought out and deals with this section of the problem. What will happen as per normal is fix this area and another area will become the new problem and the only long term solution is to improve public transport to get more people out of cars. What appears to be missing is recognition of the fact that when they built the West Gate Bridge with tolls it paid for itself in a very short timeframe and yet now the Government is too scared to borrow the funds and get it done without private company involvement. This will then ensure that the travelling public will end up paying much more over time and the government gives away that revenue to the private company. If it is such a good idea like the West Gate Bridge then lets to it without involving Transurban.
- Time for VicRoads to roll out their fancy new registration e-Reg tag that will charge you a toll for time of day road use and by the kilometre and sends Global Positioning System based telemetry back to them to fine you automatically whenever you exceed the speed limit. The cheapest way to reduce congestion is to add gantries around the Central Business District and to charge more for traveling on roads and not building more of them.

### South Kingsville

- For air and noise pollution the best is the short tunnel option
- When will Westgate Bridge crash
- Western Distributor, West Gate Freeway, Tullamarine Freeway, too many freeways in a small area
- East West Link is a superior design and provides an alternative option to drive to the city and beyond and also better caters for Western Suburbs growth
- Need WestLink to provide economic stimulus to Ballarat
- Confusing
- Only advantage seems to be the removal of pylons

## **Short tunnel – verbatim comments**

### **Concern – proximity**

#### Online

- Short Tunnel Option is too close for comfort, extremely close to homes, residents, community centre with children. Apart from that, it also takes away what little green space Yarraville has.
- The eight lane flyover the short tunnel requires will tower over our suburb. It is too close to homes and community centre and the flyover will ruin the amenity of Donald McLean Reserve
- Not a good choice. Very close to residential streets and homes. This option will reduce our already limited outdoor and green space and destroy again the natural environment. The west again to suffer
- Due to its proximity this option has the most significant negative impact on both the lives of local residents and the valuable open space.
- Short tunnel option decimates precious green space which will be forever lost to future generations. It brings increased noise, more traffic near houses, flyovers are ugly.

#### South Kingsville

- This option relies on the rail line being sunk three metres into the ground or else tunnel portal entrance much closer to homes and community centre, concerns this will not be achieved and the portal entrance would be very close to residents
- Short tunnel option would have a higher impact on local residences than the long tunnel option, prefer the long tunnel
- Too close to residents
- Brings freeway much closer to houses causing visual impact and noise and devalues resident's property
- New freeway sections close to properties currently away from freeway

#### Spotswood

- No tunnels running the direct length under Yarraville
- Too close to homes
- Pollution and noise so close to homes
- Too close to residents

#### Yarraville

- Too close to family homes

- Just don't do it, too close to residents
- This option will have no public support and the residents will fight to the end
- Three lanes of new traffic braking before heading into tunnel, now close to residents than West Gate Bridge currently
- Disadvantage residents boxed in by tunnel on one side and local trucks and traffic on Francis Street

### **Concern – open space**

#### Altona North

- Too much impact on public reserve

#### Docklands

- Destroys plantings done by Friends Group
- Short sighted option due to noise impacts, visually awful and ruins parkland
- Cuts Hyde Street park in pieces, ruins amenity and habitat environment

#### Footscray

- Need to keep open space
- Open space has potential to be great, this is not enough open space
- Not happy with loss of open space
- We have very little open space in the inner west, need to keep all we have
- Short tunnel may increase net open space but will fragment and increase noise so reduce amenity, use and wildlife
- Short tunnel not acceptable, lose open space
- Disrupts Hyde Street Reserve, bad option
- Compromising Hyde Street Reserve is even more socially unacceptable than it is environmentally, voluntary effort worth more than money
- The short tunnel affects Stony Creek which is much worse for the surrounding area
- Short tunnel option cut wildlife corridor up Stony Creek forever, prefer tunnel there

#### North Melbourne

- Ruins green space

#### Online

- Short tunnel equals loss of open space which is totally unacceptable. Open space is vital to liveability, once gone you never get it back. Yarraville deserves a better outcome
- Do not like short option as takes up too much parkland
- There are lots disadvantages on short tunnels. We need to keep green space and environment. Too close to homes. Air quality not that good.
- The portal is in the reserve will impact residents, cut the park and destroy plantings done to create a wild urban park. It will be disconnected patches but no true park which no one will use
- The short tunnel is no good as in combination with the Hyde Street ramps it cuts the open space up, overshadows the creek and plantings. Destroys a park created by the community not a waste land.
- Short tunnel results in a nett loss of green space who in their right minds will enjoy the amenity of a park adjoining the mouth of a six lane portal and four lanes of flyovers
- <http://conservationmagazine.org/2016/01/threatened-species-live-in-every-australian-city/>
- To say the loss of green space is inconsequential is nonsense. What about safe places to play, exercise and relax for future generations
- The residents are concerned about digging up toxic land and the long term health effects on children who live close by, we are also concerned about the destruction of natural green space
- Short Tunnel Option is too close for comfort, extremely close to homes, residents, community centre with children. Apart from that, it also takes away what little green space Yarraville has.
- Not a good choice. Very close to residential streets and homes. This option will reduce our already limited outdoor and green space and destroy again the natural environment. The west again to suffer
- Due to its proximity this option has the most significant negative impact on both the lives of local residents and the valuable open space.
- Short tunnel option decimates precious green space which will be forever lost to future generations. It brings increased noise, more traffic near houses, flyovers are ugly.
- This option is too difficult for loaded vehicles from the port, too steep and adds slow traffic to an existing

slow point, as well as the impact of local green space.

- Open space in the west is very limited and any remaining reserves need to be protected. Recent research has found that urban habitats supply much needed space for birds and other wildlife.
- This option trashes the park and introduces new flows of traffic to the area. The long option keeps the traffic where it will already pass. The flyover here will tower over the suburbs and be noisy
- Elevated roads will have great impact in terms of noise and lost open space in the area. Maribyrnong already has one of lowest amounts of open space per person and further reductions are unacceptable
- This is not an option as it is destroying the only green space in the area, digging up toxic land could lead to long term health issues for residents
- Unacceptable option as impacts open space and all residents, those near the portal, and those away from the portal in Spotswood and Wembley area by having an elevated road structure.
- Short Tunnel option has greater impact to Donald McLean Reserve as more lanes conducting flyover to north side of the West Gate Freeway compared to Long Tunnel Option Two, a similar alignment with less lanes.
- While wildlife is important equally if not more important is our children's health, therefore anything that brings additional pollution to the Donald McLean sporting ovals should not be considered.
- The short tunnel is an unacceptable option. The open green space needs to be kept, impacts residents greatly. Too close to homes, Donald McLean reserve, local kindergarten.
- The eight lane flyover the short tunnel requires will tower over our suburb. It is too close to homes and community centre and the flyover will ruin the amenity of Donald McLean Reserve
- Maribyrnong City Council already has one of lowest ratios of public open space as proportion of municipality at nine point nine percent. Short tunnel impacts open space at Hyde Street Reserve. I do not support this.
- Short tunnel option will have too much impact on Hyde Street Reserve open space.
- The western suburbs has little natural green space, why would you want to destroy the Stony Creek Reserve when there is so much industrial land in the area that can be used with little impact
- I walk my dog at Stony Creek reserve, I exercise there, my kids learnt to ride their bikes and skateboard there safely. We must not lose a much loved community asset
- The Stony Creek Reserve is a very used and loved community asset that has united multiple community groups through a joint rehabilitation effort. Its social value cannot be underestimated. I know I too am a local

#### South Kingsville

- Impact on park is greater
- Why sacrifice our green space with the short tunnel option when an alternative option is there
- Loss of open space and sporting grounds
- Loss of green space with increased noise and pollution to houses south of Francis Street
- Reduction of green open space
- Loss of already limited green space, residents use Stony Creek Reserve
- I would be devastated to lose Stony Creek and Yarraville Reserve
- Stony Creek and backwash area needs to be protected it is the last remaining area of mangroves to Yarra River
- Value to me is the Stony Creek linear path along creek and wildlife, more than the amount of open space
- Effects Stony Creek park
- Awful, Stony Creek Reserve decimated and cut off from residents
- Takes away public open space Hyde Street Reserve which is too common in Melbourne

#### Spotswood

- People use this open space
- Need to minimise impact to green spaces already lacking
- This is a terrible option, takes away green space
- Defeats the purpose, you will take our reserve and maintain the pollution and noise issues
- Least preferred option, destroys parkland and its functionality, noise and air pollution, impact on lives of local residences, impact on property values, AusNet space is not a compromise for parkland
- Local open space that is usable and connected is already rare in these municipalities, do not reduce more and talk offsets they can be miles away yet still in the bioregion
- Destroys Stony Creek Reserve

- Affects Stony Creek Reserve
- Degrades open space, Hyde Street Reserve and Stony Creek
- Encroaches Hyde Street Reserve
- Where are option one noise barriers along Donald McLean Reserve
- Yarraville has a number of large open green spaces Spotswood only has Donald McLean Reserve
- Leave Hyde Street reserve alone
- Concerned about impact on Hyde Street Reserve with short option tunnel and noise and pollution of flyovers

#### Yarraville

- Hyde Street access Option One no, why use public green space to build a road when you have so much industrial land on the other side of the West Gate
- Hyde St access Option One takes trucks from Francis Street and kills our only green space, terrible idea
- Slicing through precious parkland is not acceptable
- Hyde Street access Option One No way, Destroys green space
- Worst option, loss of green space
- Parkland planted by residents lost
- Parkland then unusable and fragmented
- Irresponsible to build this short tunnel as green space gone
- Please no short tunnel it would ruin our community green space
- Too great loss of park
- Cuts through parkland, removes extensive access to park currently available
- Not Option One looking at the aerial shots and then mock up for Option One I have realised how little green space we have in the area and how intrusive it will be
- As the population of Maribyrnong increases so will the demand of open space, this takes away valuable open space from the community
- Short tunnel mean net loss for the community through unnecessary loss of green space
- Leave Stony Creek as untouched as possible which this option will not do
- Short tunnel not an option at all, destroys Stony Creek
- Destruction of Stony Creek
- Short tunnel would ruin Stony Creek not okay
- Short tunnel not an option, high impact on Westgate Golf Club, destroys natural open green space, not enough green space in the inner west
- Wrecking revegetated green spaces around Stony Creek, volunteers blood, sweat and tears, disrespectful to land and people
- Stony Creek area on the short tunnel option, how will sea level rise or storm surge be accounted for

#### **Concern – air quality**

##### Altona North

- Concerned about noise and air pollution during operation mainly, worse under short tunnel option

##### Footscray

- How will ventilation affect houses in Yarraville?
- Short tunnel has very high flyovers which will create much noise over large areas of Yarraville, Seddon, Kingsville, Spotswood, already can hear freeway noise in these areas

##### Online

- There are lots disadvantages on short tunnels. We need to keep green space and environment. Too close to homes. Air quality not that good.

##### South Kingsville

- Loss of green space with increased noise and pollution to houses south of Francis Street

##### Spotswood

- Least preferred option, destroys parkland and its functionality, noise and air pollution, impact on lives of local residences, impact on property values, AusNet space is not a compromise for parkland
- Pollution and noise so close to homes
- Useless only creating more problems noise, pollution
- Too much pollution for residents, silly idea

- Trucks already affecting the north side why shift a noise and pollution problem to the south when you have no impact in this

#### Yarraville

- Potential contamination, noise, dust
- Where is the ventilation tunnel and structure

### **Concern – noise**

#### Altona North

- Concerned about noise and air pollution during operation mainly, worse under short tunnel option

#### Docklands

- Possibly increased noise due to elevated truck routes over Stony Creek towards Yarraville
- Short sighted option due to noise impacts, visually awful and ruins parkland

#### Footscray

- Short tunnel may increase net open space but will fragment and increase noise so reduce amenity, use and wildlife

#### Online

- The short tunnel directly affects local residents and users of the park with pollution, noise and visual impact
- This option trashes the park and introduces new flows of traffic to the area. The long option keeps the traffic where it will already pass. The flyover here will tower over the suburbs and be noisy
- Short tunnel will have more traffic noise generated from the traffic, which is already noisy for the local residents in Spotswood. Undesirable outcomes.
- I cannot see how the sound barriers for this option will eliminate excessive traffic noise for affected residents. This will have a significant negative impact on the lives of local residents.
- Elevated flyovers over the West Gate Freeway are undesirable because of their negative impact on noise and visual amenity.
- Elevated roads will have great impact in terms of noise and lost open space in the area. Maribyrnong already has one of lowest amounts of open space per person and further reductions are unacceptable

#### South Kingsville

- Short tunnel option will be too noisy with gradient, trucks engine brakes and acceleration
- This will increase noise for people in Yarraville but won't affect me so much in Spotswood
- Not a good option as trucks will be engine braking down the ramp and therefore noisy
- Elevated ramps mean more noise
- Loss of green space with increased noise and pollution to houses south of Francis Street
- Brings freeway much closer to houses causing visual impact and noise and devalues resident's property

#### Spotswood

- Least preferred option, destroys parkland and its functionality, noise and air pollution, impact on lives of local residences, impact on property values, AusNet space is not a compromise for parkland
- Useless only creating more problems noise, pollution
- Trucks already affecting the north side why shift a noise and pollution problem to the south when you have no impact in this
- Pollution and noise so close to homes
- Pollution, noise and visual amenity is impacted
- Noise barriers on elevated road, it is very noisy now in Spotswood, will this make it worse
- Concerned about sound from raised roads

#### Yarraville

- Potential contamination, noise, dust
- Elevated ramps ugly and potentially noisy
- Too much noise
- Noise pollution from elevated roadways will be significant over Yarraville and Spotswood
- Added noise impact from ramp elevated over West Gate Bridge is not acceptable
- Short tunnel impact regarding noise is not acceptable to local residents

### **Concern – amenity**

#### Altona North

- Too much visual impact on residents
- Concerned about impacts of tunnelling due to land contamination and short tunnel portal location

#### Docklands

- Short sighted option due to noise impacts, visually awful and ruins parkland

#### Footscray

- Short tunnel may increase net open space but will fragment and increase noise so reduce amenity, use and wildlife

#### North Melbourne

- Night time works impact on local residents
- Grade too steep for trucks

#### Online

- The short tunnel severely affects many local residents.
- This is not an option as it is destroying the only green space in the area, digging up toxic land could lead to long term health issues for residents
- Unacceptable option as impacts open space and all residents, those near the portal, and those away from the portal in Spotswood and Wembley area by having an elevated road structure.
- Short tunnel will have more traffic noise generated from the traffic, which is already noisy for the local residents in Spotswood. Undesirable outcomes.
- I cannot see how the sound barriers for this option will eliminate excessive traffic noise for affected residents. This will have a significant negative impact on the lives of local residents.
- Elevated flyovers over the West Gate Freeway are undesirable because of their negative impact on noise and visual amenity.
- The short tunnel directly affects local residents and users of the park with pollution, noise and visual impact
- Residents living right next to the Freeway should be given the option to have their homes acquired by the government and developers. All options will severely impact the use of our home and our quality of life.
- The short tunnel is an unacceptable option. The open green space needs to be kept, impacts residents greatly. Too close to homes, Donald McLean reserve, local kindergarten.
- Less traffic disruption for this option, perhaps for the freeway only. What about the thousands of additional trucks on local streets taking away the excess tunnel soil
- The residents are concerned about digging up toxic land and the long term health effects on children who live close by, we are also concerned about the destruction of natural green space

#### South Kingsville

- Will we be compensated for inconvenience during construction
- For residents there are no advantages
- Brings freeway much closer to houses causing visual impact and noise and devalues resident's property
- Health impacts from ventilation stacks and elevated roads near existing housing
- An unnecessary eyesore when long tunnel can be incorporated in existing freeway
- Eyesore

#### Spotswood

- The short option is still directly under 200 Stephen Street apartment building, this means tunnel depth will only be 10-15 metres below ground, this is still a major concern for residents
- Least preferred option, destroys parkland and its functionality, noise and air pollution, impact on lives of local residences, impact on property values, AusNet space is not a compromise for parkland
- Pollution, noise and visual amenity is impacted
- Trucks currently on north side and should stay in same area not impact established area

#### Yarraville

- Digging up toxic land close to residents, Victorian Civil and Administrative Tribunal already said no to a childcare facility due to toxic land in Hyde Street
- Visual impact of short tunnel on local residents is not acceptable
- Very concerned about short tunnel option, far too great impact on amenity for residents and park users
- Elevated traffic becomes more visible to residents in Hughes Street and Beverley Street
- Potential contamination, noise, dust
- Toxic land should not be dug up, health concerns for residents
- Short tunnel no way, digging up toxic land could cause long-term health effects in residents

- Visually crap
- Visual impact too great
- Too much visual impact
- Ugly
- Elevated ramps ugly and potentially noisy

### **Concern – property value**

#### South Kingsville

- Brings freeway much closer to houses causing visual impact and noise and devalues resident's property
- How will my house be protected from damage tunnelling under

#### Spotswood

- Least preferred option, destroys parkland and its functionality, noise and air pollution, impact on lives of local residences, impact on property values, AusNet space is not a compromise for parkland

### **Concern – traffic flow and congestion**

#### Docklands

- Increased traffic between Simcock Avenue and Francis Street

#### Footscray

- How do you encourage trucks away from Hyde Street residential?
- Get trucks out of Yarraville

#### North Melbourne

- Trucks off Francis Street long term enforced
- Traffic on local roads during construction
- Adds more traffic to existing congestion points

#### South Kingsville

- Trucks leaving and pick up from other depots will still utilise Francis Street and Williamstown Road to access the on and off ramps, the local truck traffic does not seem to be addressed

#### Yarraville

- Hyde Street connection will only encourage trucks to take the Hyde Street route to avoid road toll on AusNet

### **Concern – other**

#### North Melbourne

- No advantages
- Air vent air stacks location

#### Online

- Definitely no to short tunnel option, we lose precious green space forever. It needs to be preserved for all to enjoy, the community is rehabilitating it. Also too close to homes, ugly flyovers.
- The long tunnel reduces the impacts on residents.
- Put the toll on and build the long tunnel.
- Build the long option
- Needs to be the long tunnel.
- Long tunnel only option.
- I vote long tunnel
- The short tunnel places the profits of a publicly listed company over the social values and amenity of locals on both sides of the freeway.
- Agree that this option puts short term and economic considerations ahead of long term and environmental and social considerations.
- Build the long option short term pain, long term gain
- This option is too difficult for loaded vehicles from the port, too steep and adds slow traffic to an existing slow point, as well as the impact of local green space.
- Short tunnel relies upon lowering railway line to meet gradients, concerns about impacts on profile such as portal creeping further north if difficulties encountered as part of that process.

#### South Kingsville

- On ramp and off ramps clashes at Williamstown Road for Hyde Street and West Gate Freeway

- What will happen to the Fogarty Road overpass
- Too many problems with this option, shifting disruption further west
- Please keep the tunnel portal away from Yarraville, the long tunnel option is a much better option
- Not a long term alternative to the West Gate Bridge

#### Spotswood

- The trucks will not even use this so why build it, silly people
- East West Link was a better option

#### Yarraville

- Too destructive
- This option is the worst of all five anything else but this
- Why is there less space on this board for disadvantages

### **Improvement idea – noise**

#### Online

- I would be interested to hear what additional noise would come from blowback of the trucks entering the tunnel in the short tunnel option also where would the noise barriers start and finish

#### South Kingsville

- Noise baseline data should scope wider distribution of houses further away from the highway
- Barriers of top and high quality need to be in place before construction
- Full transparency required for all noise and pollution impacts
- Solar panels on high very tall quality barriers to last more than forty years
- Needs noise barriers to 60dBA L1018 or better, for example Lmax
- Noise barriers needed on west of elevation roads, Williamstown Road

#### Spotswood

- Where are option one noise barriers along Donald McLean Reserve
- Where are the noise barriers on the Hyde Street flyover
- Option one, good option, option two is slightly better, noise barriers will need to be added to it

### **Improvement idea - other**

#### Footscray

- Need to acquire SP AusNet land to increase open space

#### South Kingsville

- Freedom of Information access information on contaminants in SP AusNet site was rejected, full detail must be made transparent as this is within one hundred metres of homes
- Footbridge to remain available

#### Spotswood

- Electrical substation removed and land reclaimed big plus
- Will the AusNet industrial land that used to be a dump and now capped with concrete be cleared up during the build

#### Yarraville

- Getting rid of AusNet
- Getting rid of the AusNet power station

#### Docklands

- Impact on cycling down and up Hyde Street and Douglas Parade?

### **Advantages**

#### Altona North

- Short tunnel please, great design and parkland at entry
- Looks like simplest, most efficient and probably cheaper design
- Short tunnel is better option

#### Footscray

- Opportunity to improve Hyde Street Reserve
- The tunnel is already being built so not such an issue to extend, will gain much for parkland and environment



- Less disruption to surrounding areas compared to long tunnel

#### North Melbourne

- Nice park land replaced current reserve

#### Online

- Just looked at the Hyde Street connections options practically rules out the long tunnel. Short tunnel please and keep the peace with the locals by banning freight access along Williamstown Road and Francis Street
- The short tunnel is a superior option. It consolidates impact to one area. Hyde Street and Stony Creek is currently a poor quality park used by significantly less people when compared to Don McLean and Kindergarten
- The short option will provide a good balance of cost versus effective connections to Hyde Street and if done well will enhance another wise under-utilised park, I am a local and know how little it is used
- I am in Banool Avenue and prefer the short tunnel. Concept design is better than toxic land overshadowed by powerlines and occupied mainly by dirt bike riders
- Yes to the short tunnel. Will give us more landscaped public space in the end, toxic sites cleaned up, high tension power buried, tunnels under mostly industrial land, minimal impact to Stony creek.
- I have not seen anyone use the West Gate Park I think its best use is as a freeway off ramp. Short option is much better, simpler, and gets the trucks out of Yarraville sooner.
- I live and own in Beverley Street and support the short tunnel option, the acquisition of AusNet site for open space is great, with removal of high voltage lines and extension of park over tunnel entrance, good design.
- All green space is important but if it means trucks off Francis Street and Somerville Road, then to lose a small amount to achieve this it is probably worth it.

#### South Kingsville

- Short tunnel is superior for people living close to the freeway, Wembley and South Kingsville
- Short tunnel benefits Spotswood and Yarraville families
- Ventilation stacks at portals will be away from residential areas
- Less pollution short preferred if have to choose
- Less impact on freeway for tunnel construction
- Tunnel entry and exit in industrial area
- Power lines gone
- Gives the space for a world class urban design of portal entry and parkland something the west needs
- Prefer short tunnel using option three south to reduce impact on creek and reserve
- Short tunnel better as ventilation in industrial
- Short tunnel has less vents Spotswood: High tension power lines will be removed entirely, big win

#### Spotswood

- Second preferred option behind long Option two
- Might gain through legacy item
- Much better treatment of Hyde Street traffic by keeping off Simcock Avenue
- Entire north section will be landscaped after construction
- A more seamless integration of the tunnel link, the Hyde Street connection and the West Gate
- Minimal disruption to community and business it is reducing traffic to an area which already has trucks
- No impact on Donald McLean Reserve which is very important for Spotswood residents
- Zero impact on Donald Reserve is needed
- Will end up with more parkland post construction that we have now
- Current toxic land site cleaned up and reclaimed for future parkland
- Love the concept design for this option, the finished product looks great and will greatly improve the area amenity
- Perhaps a better option, less disruption during construction

#### Yarraville

- Less disruptive
- Cheaper
- Less disruption
- Acquisition of the AusNet site for open space
- More green space
- Better parks

## **Comment/query**

### Online

- All roads should be as close to the West Gate Freeway alignment as possible.
- The design of the ramps work better with this option and impact the sporting ovals where children play sport much less.
- Hyde Street Reserve is huge either side of park still usable and additional green space added to replace what is lost is great. Less disruptions during construction better for locals and those in outer west
- The option that will result in lower tolls is to be preferred. The loss of green space is inconsequential and will be long forgotten while higher tolls will continue.
- Long Tunnel Option Two, a similar alignment with less lanes.

## **Long tunnel – verbatim comments**

### **Concern – proximity**

#### Online

- The widening of the freeway to accommodate the long tunnel option looks to effect more homes than the short tunnel option.

#### South Kingsville

- Long tunnel has more vents next to many family homes
- Vent stacks in residential area
- Tunnel entrance and vents are too close to residential areas
- Too much impact on people living along freeway
- Lots of road changes closer to residential areas, noise from braking is likely to increase
- Long tunnel creates more air, noise pollution, potential lane changes, crashes next to homes

#### Spotswood

- Two three lane tunnels running under most of Yarraville

### **Concern – open space**

#### Altona North

- Protection of public reserves as much as possible, all are well used reserves

#### South Kingsville

- Protect open space versus people who live next to the freeway?

#### Spotswood

- Greater impact on Stony Creek overpass covers a lot of it
- No redevelopment of Hyde Street Reserve and no clean-up and reclamation of AusNet toxic site

#### Yarraville

- Less green spaces
- No open space improvements between Beverley Street and Francis Street

### **Concern – air quality**

#### South Kingsville

- Ventilation must be on the east of Williamstown Road, non-residents
- Where are the vents possibly going? Need to see them on plans
- Vents better in industrial zone and not near houses
- High levels of carbon monoxide concentrated on air vents
- Long tunnel creates more air, noise pollution, potential lane changes, crashes next to homes

#### Yarraville

- Long tunnel allows greater ability to filter vehicle emissions truck numbers means this will be Australia's most polluted tunnel so filtration of exhaust is crucial

### **Concern – noise**

#### South Kingsville

- Noise impact during construction? Noise barriers inadequate already
- Increased level of noise, disruptive to quality of living

- Ventilation structures higher than noise proof barriers, visual impact, noise and pollution dispersion
- Long tunnel creates more air, noise pollution, potential lane changes, crashes next to homes
- Lots of road changes closer to residential areas, noise from braking is likely to increase

### **Concern – amenity**

#### Altona North

- The Avenue, Spotswood has the most visual impact, least tunnel benefit

#### Footscray

- Concerned about digging under residents

#### South Kingsville

- Increased level of noise, disruptive to quality of living
- Increased disruption to Williamstown Road and Melbourne Road
- Ventilation structures higher than noise proof barriers, visual impact, noise and pollution dispersion

#### Spotswood

- Best outcome for residents and kindergarten as no impact on sports club, kindergarten and residents

#### Yarraville

- More disruption to local roads

### **Concern – other**

#### Altona North

- How much more expensive? Cost could be prohibitive

#### Footscray

- Unconvinced about extra expense given the tunnel is already being built
- Tolls? Will it get trucks off Francis Street? What is the incentive?

#### Online

- The ramp options with long tunnel design are pretty terrible. Short tunnel with Option One gets trucks off Yarraville streets, built quicker with less disruptions and park improved
- Hyde Street Options Three, Four and Five will destroy the small suburb of Spotswood impacting residential housing, sports amenities, kindergarten and businesses. No way
- Hyde Street connection Option One is the best, simple direct access with entry exit to Hyde Street close to the creek to minimise impact on green area.
- Quicker construction time and less disruptions for the short tunnel option is a plus, also less cost hopefully means more to invest in rail.
- Not in favour, two three lane tunnels twenty metres under Yarraville, no improvements made to Hyde Street Reserve and Stony Creek area, electrical substation will expand, we lose and gain nothing.
- Trucks will not need to use it, they can continue the current route, cars should not have to use it, how about reducing the cars on the road by duplication of the Werribee line

#### South Kingsville

- Pedestrian bridge new location concerns

#### Spotswood

- High tension pylons remain

#### Yarraville

- We agree that the cost and destruction is not warranted for the benefit

### **Improvement idea – noise**

#### North Melbourne

- Residual noise is a problem currently as a result of removal of trees on Fogarty Avenue near Bradmill
- Wall could provide increased sound protection, higher wall as noise travels over houses, less residential
- Area above Fogarty Avenue and The Avenue would need to be enclosed for noise, new housing development planned on Bradmill site, area has acted as sound and wind tunnel
- Entrance to tunnel could create reverb noise through wall onto street and would need increased sound dampening
- Depending on how far sound wall has to be moved, less vegetation less aspects to beautify street than wall
- If all lanes of the Freeway are somehow covered by a temporary tunnel or very high walls over the railway line

near Fogarty Avenue, this will improve the entire Wembley and South Kingsville area

#### South Kingsville

- Moved sound barriers need to be replaced with aesthetically good looking concrete panels, top transparency required for upper floor views to Central Business District

#### Yarraville

- Not overly worried about noise, but would prefer tall screens to block out elevated sections of the road viewable from our street, Vernier St Spotswood

### **Improvement idea – other**

#### Altona North

- No Melbourne Road upgrade as part of entry and exit

#### Docklands

- Might it be of more value to pipe fuel to better located loading points?

#### Footscray

- Curvature of tunnel should try to avoid as many residential homes as possible

#### North Melbourne

- West bound portal too close to existing Williamstown Road ramp, move portal further west

#### South Kingsville

- Long tunnel option with no Hyde Street, Hyde Street is an on road bicycle route for road bicycle riders connecting to the city and return

#### Spotswood

- Prefer ramps to stay on north side near bridge

### **Advantages**

#### Altona North

- Best option long tunnel
- The long tunnel best option, extend exit at entry west of the railway lines, avoid mishmash of exit and entry traffic with Williamstown Road and heavy load vehicles merging with high speed west bound traffic
- As a resident of The Avenue, Spotswood long tunnel is better visual impact

#### Docklands

- Less acoustic issues to south side of the West Gate Freeway
- Better long term solution
- Works kept in road reserve

#### Footscray

- Better option, even with additional cost, there is less long term impact to residents and parkland
- Noise option is better with the long tunnel
- Better than other option for tunnel at Hyde Street Reserve
- The disadvantages are short-term and tolerable

#### Online

- Long tunnel and Option One or Two for Hyde Street Connection are having the least impact on the community facilities and local residents.
- The long tunnel allows for earlier traffic separation, minimising bottlenecks. Grades into tunnel and out will also be not as steep as short tunnel and more efficient and help to maintain traffic flow
- This long tunnel option is the better option as it reduces impact on the neighbouring residential suburbs and looks like it will take trucks off the streets.
- I think that the long tunnel option is the best option and will really help to take traffic away from local streets. The requirement to reposition some infrastructure is unavoidable in any case.
- Long tunnel is superior option minimising unnecessary impacts to residents benefit our community.
- I think this is the best option as well, long term it appears to have the least impact on everybody. It might cost a little more but is worth the investment.
- Long tunnel is by far the better option. Even though it may cost more initially in the long term it will have far lesser impact on the community if less space taken up but elevated roadway.
- Short tunnel would have no benefit to the local community and seems would be chosen simply to save money.
- The disruption during construction is short lived for the greater benefits this superior design offers, long option

gets my vote

- Long tunnel is the only way to go.
- Long Tunnel would be the better option, but extend the west bound portal beyond the freight rail line this avoids the congestion around Williamstown Road and allows for less gradient at exit.
- The long tunnel is the only option that should progress.
- The long tunnel option absolutely the way to go. Much more seamless and integrated. Less impact all round.
- The long tunnel is the best option for people of Yarraville in terms of noise and pollution impact.
- Please go with the long tunnel option. A little bit more expense in the short term, but much better long term benefits for all concerned.
- Long tunnel option has less impact and will better settle into the landscape
- Long Tunnel Option is by far the successful option. I would prefer to pay more taxes on this option rather than pay more taxes on our health which will be affected by the other options.

#### North Melbourne

- The longer the tunnel the better, put it all underground
- Power lines underground
- Lower grade for trucks means less heavy braking an acceleration and means less noise for local residents

#### South Kingsville

- Reduced impact on Yarraville residents and Stony Creek
- Long tunnel will reduce noise for our street being Hick Street it also protects McLean Reserve
- Vent stacks away from houses and off on ramps more removed from houses
- Less impact on residents
- Long tunnel option is certainly preferred
- Long tunnel disperses noisy trucks underground sooner
- Much prefer this option due to reduced health impacts
- Much preferred, minimal environmental impact
- Within existing freeway structures
- Very much preferred because of lower impact on street reserve
- Prefer long tunnel because no disruption to Williamstown Road interchange, traffic will not increase in this area
- No power lines

#### Spotswood

- Looks like best treatment of Hyde Street flyover by keeping it to north
- There are no disadvantages, build the long tunnel
- Strongly support long tunnel option to stay within freeway footprint
- Support this option as it minimises impact on resident amenities locally
- Best option as minimal impact on surrounding suburbs
- This is preferable for local residents
- It will have the greatest positive impact on pollution levels and noise
- Prefer long tunnel with flyovers therefore noise
- Best option as minimal raised roads, sound
- My preferred option
- Much better option
- Yay long tunnel option
- Please do the long tunnel option
- Prefer long tunnel option to short tunnel option

#### Yarraville

- Much prefer the long tunnel option, this is an exciting project - excited to hear trucks will be banned twenty-four hour seven days a week on both Somerville Road and Francis Street
- Long tunnel option much much better, some concern over ventilation stack location
- Long tunnel option is the only option that will have public support
- Need the long tunnel, short tunnel means the loss of parkland and works on contaminated land
- Disadvantages of a long tunnel are a short-term pain for a long-term gain Yarraville will be more liveable in years to come
- Do not mind additional traffic disruption during construction for the long-term benefit

- Please build the long tunnel, please get the trucks of Francis Street and Somerville Road
- Advantage long tunnel minimises the above ground impacts to the community
- Construction impact close to residents is only a short term problem
- Long term road strategy less impacts on residents
- The additional expense is worth it, do it once and do it properly, no half ass solution, say yes to the long tunnel
- Please build within existing road reserve, avoids destroying parkland and recreation reserve, much better with less long-term impact on community

## **Parkland and open space**

### Docklands

- Does not cut through Hyde Street Reserve
- Transition occurs at existing freeway, minimises impact on new area and Stony Creek Reserve Creek and reduce noise

### Footscray

- It respects voluntary community investment that has made Hyde Street Reserve an outstanding community asset
- Hyde Street ramps definite preference for south of freeway options to reduce impact on Stony

### Online

- If you build the long tunnel the local residents will applaud and support the project, just leave Stony Creek out of the Western Distributor plans, the west has little green space as it is
- The long tunnel version is the best as it does not impact on Hyde Street Reserve, Stony Creek and residents.
- Long tunnel option best option as it does not impact Stony Creek as much, looks better, less impact on local residents and matches in with current freeway
- The long tunnel option is the best for all concerned, minimises any visual impacts, saves Stony Creek, no toxic land being dug up, no long term health concerns for local residents.
- Long tunnel avoids both (Donald McLean Reserve and Stony Creek reserve), much better option for local community
- The long tunnel option has the least impact on the little green space the inner west has, the incredible work the volunteers have done to make Stony Creek a place of beauty and a recreation place.
- Long tunnel far superior, a better long term legacy. It preserves precious green space, keeps traffic within existing freeway confines, minimises impact on residences. The extra cost would be worth it
- I believe the long tunnel option is the best option as it will not affect parklands. Less of an impact on community.
- Long tunnel is the best option to minimise noise and air pollution and reduce loss of open space in Hyde Street Reserve, no parks for freeways
- The long tunnel is the preferred option as long as the Hyde Street ramps minimise the impact on Stony Creek Reserve by running close to the Bridge either side or all on the south side
- Long tunnel is the only way to go as less impact on the already limited open green space, keeps roads close to existing freeway, overall a much better result for residents and local community
- Long tunnel is only option to take as it keeps roadways within existing traffic areas. The extra cost would be far outweighed by a better result for community, precious green space, and traffic flow.
- The long tunnel option is far superior in terms of its long term effects on the community. It has far more benefit by moving the traffic further from houses and retains more precious parkland.
- The long tunnel means less impact on local residents and our already very limited green space. Building eight lanes of traffic through our already limited open space is short-sighted madness
- Long tunnel option avoids a flyover which is disastrous for Donald McLean Reserve and will cause noise through across Yarraville and Spotswood. Long tunnel is only acceptable option
- Long tunnel option would suggest less impact on green space and local residents given it will be within the West Gate Freeway that makes more sense than the short tunnel option
- Long tunnel option has less impact on Hyde Street Reserve and Stony Creek and less noise impact for communities around there in Spotswood and Yarraville. Also reduced pollution for Donald McLean Reserve
- Aside from less impact on local community and preserving much needed public parkland, it will no doubt offer far superior traffic flows, generating more tolls
- Long tunnel is the only option in my opinion it does not make any sense in brining tunnel entry so close to homes and parkland if there is an alternative.

- Long tunnel option must be the preferred option. It will be more expensive but we cannot compromise with a cheaper option and risk impact to community and environment.
- The long tunnel makes the most sense from impact on our green space but also keeping more trucks off the residential streets. Think long term and look at the best option not the cheapest
- I support the long tunnel option as it preserves green space and minimises impacts on local residents.
- Yes long tunnel option has been well thought through must start, it also allows for green areas
- I think long tunnel is the better way. Please stay away from precious green space there is little left in western suburbs
- Short tunnel high flyover is right near Donald McLean Reserve where kids play sport regularly, destroys Stony Creek Reserve.
- This is by far the best option, with minimal impact on residents, green space, local community facilities such as Stony Creek Reserve, Westgate Golf Club and Spotswood football and cricket grounds.
- Long tunnel option is superior. Less impact on existing residents, including potential health impacts and amenity impacts, and less impact on open space.
- The long tunnel option is my preferred option due to less loss of recreation and park space. Impact on residents will be dependent on the connecting option chosen.
- Yes this is best option. We know it cost more but long term it is beneficial. Advantage is we still have Stony Creek Reserve and it does not change by affecting close to homes.
- The long tunnel is the only option, it creates the Western Distributor and saves the limited green space in the western suburbs.
- Long tunnel, Option Three is my preference. No impact to Stony Creek a favoured dog walking spot, less impact on residents and Hyde Street
- The long tunnel is far superior as it negates the need for a multi storey flyover devastating amenity for residents, trashing Stony Creek and Donald McLean Reserve
- This is the best option. It preserves precious public open space. Minimises traffic on local streets by providing direct freeway access for construction vehicles avoiding thousands of more trucks on Francis Street.
- Definitely the long tunnel option is better. Minimises the impact on homes outside existing major roads, preserves precious open space. The long term effects on the community are far better.

#### South Kingsville

- This long road tunnel option protects more open space which is desperately needed in the west
- Protects Stony Creek and Yarraville Reserve, hidden oasis and reserve for wildlife
- Option two long tunnel is much better than option one as it hopefully protects Donald McLean oval
- Less impact on amenity, no impact on open space even though tunnel is like to go right under our house
- Less impact regarding open space and sporting facilities
- Minimal impact to current environment and greenspace
- Preserves public open space, Hyde Street Reserve

#### Spotswood

- Does not put an ugly flyover in Stony Creek Reserve
- It will not impact on Stony Creek Reserve
- I take my baby and dog to Stony Creek Reserve please do not ruin it

#### Yarraville

- Long tunnel best option as less impact on Stony Creek

### **Comment/query – other**

#### Footscray

- Tolling needs to encourage trucks to use the tunnel and not direct to Geelong Road

#### Online

- The ramps attached to the short tunnel option look to work better.
- Would be great to understand impact on pedestrian flow, traffic and safety when moving between Spotswood and Yarraville. Also impact on cycle ways linking Spotswood and Yarraville to Footscray.
- What will the impact be on local schools and kindergartens like Emma McLean
- Will the long tunnel option require exhaust stacks in Stony Creek area

#### South Kingsville

- Long tunnel problem entry on to Freeway, Melbourne Road to Werribee is completely with trucks, potential crash site

### Spotswood

- We may as well have the short tunnel option and this option is pointless
- I can't think of any really, from my perspective we lose but gain nothing
- When has costs been concern for future planning

### Yarraville

- If Mobil Francis Street uses local delivery to allow tankers to continue to use Williamstown Road and Francis Street the Hyde Street connection is for thirty trucks a day to Spotswood, I cannot see the case for the cost and destruction caused by the connection

## **Option 1: Hyde Street Reserve – verbatim comments**

### **Concern – proximity of road/structures**

#### Online

- As someone with very poor health I am incredibly worried about not only the problems associated with the new freeways, but also the impact on my health during the construction phase, this will kill me
- No need for this option when the ramp can hug the bridge and not affect residents or parkland
- So the eleven houses on Hyde Street will now bear the brunt of trucks carrying hazardous goods and everyone that does not want to pay the tolls. Thank you Transurban.
- Terrible, green space gone, too close to homes, additional noise, additional bad air
- Unacceptable option due to loss of green space, amenity and noise and pollutions impacts to residents
- Option One needlessly destroys a community asset and provides no real benefits to locals living on either side of the freeway, no short tunnel
- This is the worst option. It destroys Stony Creek, cuts the nearby residents off from what is left of it and brings trucks within one hundred metres of the residents
- This is not an option as once again it destroys the limited green space we have in the western suburbs and affects local residents by digging up toxic land
- Unacceptable as destroys green space. Steep grades into and from tunnel resulting in poor traffic flow, increased pollution and increasing risk of amenity impact.

#### South Kingsville

- Significant impact to locals

#### Spotswood

- Option one is not supported as this would mean loss of valuable open space, negative visual, noise and air quality impacts for neighbouring Yarraville residents, impacts on Stony Creek and queuing of trucks on Hyde Street
- The portal is too close to homes, this is not acceptable
- Does not address pollution issues satisfactorily as trucks will still be far too close to residential areas

#### Yarraville

- Option one unacceptable due to loss of green space at Hyde Street Reserve and impact to residents around 100 metres from noise and pollution

### **Concern – open space**

#### Online

- Badly impacts the reserve. Once this space is lost the community will never get back the green space. Must be a better way to do this.
- Do not like Option One as it impacts Hyde Street Reserve
- No need for this option when the ramp can hug the bridge and not affect residents or parkland
- We already live in an area of increasing density so to base infrastructure planning on short sighted objectives around cost and ease destroys some of our much used and valued open space.
- Terrible, green space gone, too close to homes, additional noise, additional bad air
- I do not like the Option One as it cuts up the park and destroys its ambiance
- I do not support this option at all. This is a terrible option for any local, it decimates local green space and has a huge noise impact on those who live anywhere nearby.
- The Hyde Street Option destroys our park that we have spent years rehabilitating and requires an unnecessary, unsightly and noisy flyover.



- Unacceptable option due to loss of green space, amenity and noise and pollutions impacts to residents
- This is not an option as once again it destroys the limited green space we have in the western suburbs and affects local residents by digging up toxic land
- Unacceptable as destroys green space. Steep grades into and from tunnel resulting in poor traffic flow, increased pollution and increasing risk of amenity impact.
- Short tunnel with the ramps from Hyde Street will destroy the integrity of the park to pieces. The extra new space will not solve it as people will not use the park with extra pollution, noise and visual impact
- This is the worst option. It destroys Stony Creek, cuts the nearby residents off from what is left of it and brings trucks within one hundred metres of the residents
- This is not an option and the residents will fight the government all the way to ensure this does not happen, leave Stony Creek alone

#### South Kingsville

- No good impact on park, but if you extend park
- Park is precious to me not happy about this option
- Concerned about impacts to Stony Creek overpass, option two is better
- Short tunnel equals we lose Stony Creek Reserve not preferred

#### Spotswood

- Option one is not supported as this would mean loss of valuable open space, negative visual, noise and air quality impacts for neighbouring Yarraville residents, impacts on Stony Creek and queuing of trucks on Hyde Street
- Completely destroys Hyde Street Reserve, an area that is a community created open space
- Parkland will not be utilised by local residents with a tunnel running through the middle of it, this does not create an environment consistent with what parkland is used for and will encourage anti-social behaviour
- Cuts Hyde Street Reserve in half, who wants to use a park for passive recreation if you have to listen to traffic
- The valuable amenity of this reserve will deteriorate with the dominance of the roads cutting through it, it becomes road reserve not a park
- Destroys important parklands and open spaces
- Option one is not supported as this would mean loss of valuable open space, negative visual, noise and air quality impacts for neighbouring Yarraville residents, impacts on Stony Creek and queuing of trucks on Hyde Street
- This is significant disruption to the reserve and Stony Creek, the route between Hughes and Beverley Street to Hyde Street is significantly altered

#### Yarraville

- This is not an option, community will fight to save our green space
- Option one unacceptable due to loss of green space at Hyde Street Reserve and impact to residents around 100 metres from noise and pollution

### **Concern – Elevated roads**

#### North Melbourne

- Ramps too steep

#### South Kingsville

- Elevated road will increase noise levels in Spotswood
- Concerns option one elevated road above freeway

#### Spotswood

- Such a significantly elevated road will make noise and the visual impact difficult to mitigate not just for the immediately affected residents but also those some distance away
- Concerns about sound of traffic on raised roads

#### Yarraville

- West Gate flyover is unattractive
- Option one disadvantage, the flyovers will create impacts to all nearby residents due to elevation and number of lanes

### **Concern – noise**

#### Online

- Short tunnel with the ramps from Hyde Street will destroy the integrity of the park to pieces. The extra new space will not solve it as people will not use the park with extra pollution, noise and visual impact
- Terrible, green space gone, too close to homes, additional noise, additional bad air
- Unacceptable option due to loss of green space, amenity and noise and pollutions impacts to residents

#### South Kingsville

- Elevated road will increase noise levels in Spotswood

#### Spotswood

- Option one is not supported as this would mean loss of valuable open space, negative visual, noise and air quality impacts for neighbouring Yarraville residents, impacts on Stony Creek and queuing of trucks on Hyde Street
- Francis Street residents will have noise and pollution front and back
- Such a significantly elevated road will make noise and the visual impact difficult to mitigate not just for the immediately affected residents but also those some distance away
- Concerns about sound of traffic on raised roads

### **Concern –air quality**

#### Online

- Short tunnel with the ramps from Hyde Street will destroy the integrity of the park to pieces. The extra new space will not solve it as people will not use the park with extra pollution, noise and visual impact
- Terrible, green space gone, too close to homes, additional noise, additional bad air
- Unacceptable as destroys green space. Steep grades into and from tunnel resulting in poor traffic flow, increased pollution and increasing risk of amenity impact.
- Unacceptable option due to loss of green space, amenity and noise and pollutions impacts to residents

#### Spotswood

- Option one is not supported as this would mean loss of valuable open space, negative visual, noise and air quality impacts for neighbouring Yarraville residents, impacts on Stony Creek and queuing of trucks on Hyde Street
- Francis Street residents will have noise and pollution front and back
- Does not address pollution issues satisfactorily as trucks will still be far too close to residential areas

### **Concern – other**

#### Online

- This option seems to have only two lanes exiting the tunnel outbound, will this cause an issue with merging the tunnel, is the tunnel not three lanes Online: All options that use Hyde Street will have dramatic consequences for residents exiting Spotswood, Newport and Williamstown heading north. Melbourne Road is already a nightmare.
- Option One relies on being able to sink the train line what happens if this cannot occur, portal creep to very close to the Yarraville community centre, residents and childcare
- Option One relies upon lowering railway line to meet gradients concerns about impacts on profile if difficulties encountered as part of that process.
- Do not support this option as do not support the short tunnel option for the reasons outlined there

#### South Kingsville

- Groundwater? effects on old quarries everywhere

#### Spotswood

- It is a short tunnel, do not support in any capacity
- Ugly

#### Yarraville

- Unacceptable to concentrate the already poor air quality into one area of the inner west
- Option one do not waste our hard-earned dollars on a substandard short-term option which will impact residents I will chain myself to a fence if I need too
- Option one disadvantage, relies upon railway lowering to achieve gradients, concerns portal could move north if issues arise

### **Improvement idea**

#### Docklands

- Need acoustic walls to protect McLean Reserve

#### South Kingsville

- Great options, but money will need to be made available for improving parklands
- Buffer planting needs to be considered either side of the freeway, especially on the Fogarty Avenue side
- Suggestion for soundshell over higher elevated ramps to diminish noise projection
- No ramps to Hyde Street, connect Simcock Avenue to The Avenue, quick route to the Freeway

#### **Advantages**

##### Altona North

- Minimal impact to Hyde Street Reserve

##### Docklands

- Overwhelmingly support this option as it provides good use of highly contaminated land plus limits options to residential and recreational locations, such as McLean Reserve, which are heavily used by residents
- If option one is chosen this is probably better option
- Helps remediate highly contaminated areas at AusNet and possible return to community?

##### Online

- Options One and Two are okay as the end result is no more adverse to Stony Creek
- Options One and Two clearly have the least impact on the residential areas and services nearby. Options Three, Four and Five move unnecessarily close to the residential zone
- Options One and Two clearly have the least impact on the residential areas and services nearby, Options Three, Four and Five move unnecessarily close to the residential zone
- Option One and Two have far less impact than Options Three, Four and Five, the health of the community should be foremost and this is way too close to residential zones and our community, not acceptable
- Option One is the best to us.
- Options One and Two connections seem to make more sense than Options Three, Four and Five which cause huge impacts on sensitive land uses, suitable sound mitigation on flyovers required.
- Options One and Two clearly have the least impact on the nearby residential zones, and appear to be the best options.
- Options One and Two clearly have the least impact on the residential areas and services nearby
- Most do not realise Stony Creek is contaminated anyway so any work done there would require a massive clean-up first which would benefit the area in the long run, Option One or Two
- The only option is Option One.
- Option one ramps hugging Western Distributor is the best design and impacts the least amount of residents
- Options One and Two are the only viable options
- I think Options One and Two are the best options for our community. Though careful planning and consideration must take place to minimise damage.
- Go for Options One and Two
- If Stony Creek is gone, at least you have the option not to go there. If road is too close to the residents as Options Three, Four and Five, we will suffer days and nights as we do not have any other choices.
- Option One destroys Stony Creek, Option Two with flyover bridge makes it worse for both sides of Yarraville and Spotswood, Options Three, Four and Five are too close to residences and kids. Of those Option One is hurting the least.
- Options One and Two clearly have the least impact on the nearby residential zones, and appear to be the best options.
- Options One and Two clearly have the least impact on the residential areas and services nearby, Options Three, Four and Five move unnecessarily close to the residential zone
- Options One and Two connections seem to make more sense
- Options One and Two have least impacts on the local residents and local sports facilities, which are already limited to the community.
- Online: Options One and Two provide the least amount of human disruption and reduction in all types of pollution that Options Three, Four and Five are rife with. These are my preferred options.
- Options One or Two are my preferred options as overall they have less noise, pollution and visual impact on the community
- This option has too much impact on Hyde Street Reserve but better than impacting on Donald McLean sports ground and Emma Mclean Kindergarten which Options Three, Four and Five do

- Yarraville has a number of large open green spaces such as Cruickshank Park, McIvor reserve and Yarraville Gardens, to lose a small amount to take trucks off Yarraville streets is probably a fair solution.
- This option is preferable to those that impact the sporting grounds and kindergarten on the Spotswood side. Either way there is an impact but this option does not impact organised sport or schools.
- This option keeps the traffic and disruption to a minimum for the broader community. And costs significantly less based on the information sessions. Every option has impacts to parks and houses.
- This option cuts over the creek which is better than the other options that run the length of the creek and run too close to sporting fields on the other side of the freeway
- Good option as it consolidates impact to one single area. Dangerous goods ramps should be adjacent to tunnel mouth.
- I would not fight the government if this option was chosen.
- Short tunnel, cheapest and safe option. Use your savings to improve adjacent parks for both sides of the residents, I think Option One is the way to go

#### South Kingsville

- Simplest option
- This is second best, it takes some of Hyde Street park but avoids suburban streets to get trucks onto Hyde Street
- Moves heavy truck traffic away from Hudsons Road and Spotswood area
- Moves fuel trucks and heavy truck traffic away from Francis Street
- Moves most of the changes away from residential areas
- Moves tunnel entrance away from residential and closer to industrial and parkland
- People can feel safer from less pollution in their homes
- Least impact to residential areas
- Better for families in Spotswood, South Kingsville and Wembley

#### Yarraville

- This seems a better option as further away from housing

### **Comment/query**

#### Online

- Do placard loads need the off ramp as they are going to the tanks empty and can use the roads and tunnel
- Option One is as close to residents as Options Three and Four, just different residents, Option Two appears to be aligned most away from residents, beware impacts from elevated flyovers over West Gate Bridge to all.
- Options Three, Four and Five significantly impact the Kindergarten which would directly affect seventy families. Surely the impact to seventy families is greater than the impact to a small quantity of households in Options One and Two

#### South Kingsville

- Hyde Street interchange will be very busy, potential for accidents
- Placard trucks still congest Footscray Road

#### Spotswood

- How does this work with the contaminated land
- This is a way misleading picture as it does not show the exit ramps to Hyde Street
- What will happen to all the power lines and pylons that criss-cross this area

### **Option 2: North – verbatim comments**

#### **Concern – property owners and residents**

##### Online

- Is under the existing ramps an option, any flyover should include a noise suppression screen or similar. The traffic on Hyde Street will also be an issue.

#### **Concern – open space**

##### Docklands

- Ramps cut across Stony Creek destroying its amenity and view

##### Footscray

- Bad as it disrupts Hyde Street Reserve
- Impacts open space, not acceptable
- Ruins Stony Creek which has so much potential
- Open space for Stony Creek preferred

#### Online

- Still too much destruction of Stony Creek, unacceptable
- The creek provides valuable wetlands for migratory birds. All open space must be protected.
- This will result in the loss of mangroves and salt marsh vegetation near Hyde Street.
- The road should be on the north side of the freeway. On the south side, there is a park and it is our only treasure, we will fight all the way if it happens.
- Bad option too as some of green space are lost too, we need to protect water birds and ducks. Design needs to be improved, it is better the elevated ramp road are under the West Gate Bridge.
- Disadvantage is the potential impacts to Stony Creek itself.
- Though this option is most direct to Hyde Street, this in itself could be a problem as too easy for trucks to avoid tunnel and just go to Hyde Street, this also impacts too much on Stony Creek
- I do not like the Option Two as it cuts across Stony Creek cutting it into parts and badly overshadowing it
- Currently unacceptable through creek

#### South Kingsville

- Not happy about impact on park
- Loss of green space
- Residents love Donald McLean Reserve and the golf course, do not remove please
- Confusion for freeway drivers with lots of lane changes occurring closer together
- Needs to ensure that impacts on Stony Creek are managed, well done where Monash crosses Gardiner's Creek

#### Spotswood

- I walk my dog here
- Destroys a community park that has taken twenty years of volunteer effort to create, vandalism
- Alienates one of the few remaining wild areas in the area
- Impacts parkland
- There is significant destruction to Stony creek here, why not move the roads further south to avoid the creek
- Impacts Stony Creek and Hyde Reserve too much
- Concerns about Stony Creek Reserve
- Far too much impact on Stony Creek reserve

#### Yarraville

- Long tunnel Option Two too much impact on open space and lots of visual impact
- Keep green space and river, no to Option Two
- Hyde Street Option Two no way, why destroy green space when there is so much industrial land to use
- Interferes with Stony Creek natural environment, unprotected ramps
- We are daily users of Stony Creek, No No No Option Two
- Option Two long option best, too much impact on Stony Creek
- Loss of Stony Creek we need to retain this green space
- Too much impact on creek no good
- This option still destroys Stony Creek and is not acceptable
- Elevated roads and cutting through Stony Creek one of the worst options
- Impact of flyovers on parkland, Stony Creek Reserve, is problematic
- Too much impact on the Stony Creek, a beautiful natural area, no to Option Two
- Option two disadvantage impacts to Stony Creek, flyovers impact residents due to its elevation
- Option Two off ramp long tunnel negative impact on Stony Creek
- Elevated roads over Stony Creek are an unacceptable eyesore
- Why use Stony Creek when you have industrial land to use

#### **Concern - elevated roads**

#### North Melbourne

- Option two ramps too steep for fuel trucks leaving terminals
- Short tunnel, long tunnel, options two and three all have height issues with ramps
- Do not like the short tunnel option one and long tunnel options two and three as I do not like the high ramps and roads

#### Online

- Height of ramp crossover is a disadvantage with noise and visual impact
- Height of ramp crossover is a disadvantage with noise and visual impact

#### South Kingsville

- Elevation to get over freeway the gradient will be too steep for trucks
- Higher elevated ramps project sound further into residential areas
- Elevated road will have noise impacts to Spotswood residents

#### Spotswood

- Why can't the ramps through Stony Creek reserve be pushed further south closer to the West Gate Bridge, I do not believe terrorism are a strong enough reason given it can realistically happen anywhere
- Elevated roads will have huge visual and noise impacts on both Yarraville and Spotswood residents regardless of noise attenuation barriers and urban design
- Not sure I like the height of road to Hyde Street

#### Yarraville

- These ramps will be very unattractive to look at

### **Concern – noise**

#### Docklands

- Noise up towards Yarraville from elevated section over Stony Creek

#### Online

- Height of ramp crossover is a disadvantage with noise and visual impact
- The noise and visual impact of the elevated crossovers is still a problem.

#### Spotswood

- Concerns about sound from raised roads
- Air pollution and too much noise will be near my area
- Concerns about sound of traffic entering and exiting the tunnels

#### Yarraville

- Noise created by elevated roadway over bridge will be a huge impact to Yarraville and Spotswood

### **Concern – other**

#### Online

- All options that use Hyde Street will have dramatic consequences for residents exiting Spotswood, Newport and Williamstown heading north. Melbourne Road is already a nightmare.

#### South Kingsville

- Visual impact, ugly

#### Spotswood

- Air pollution and too much noise will be near my area

### **Improvement idea**

#### Docklands

- Support this option as long as acoustic mitigation to residents on the south side of the West Gate Freeway

#### Online

- Is under the existing ramps an option, any flyover should include a noise suppression screen or similar. The traffic on Hyde Street will also be an issue.
- This embankment is heavily degraded so there are opportunities to greatly improve the environment here if done properly but not at the cost of the creek
- If this roadway can hug the West Gate more so it does not encroach on the creek and overshadow it this option could have has some merit.

#### Yarraville

- Could the Stony Creek creek be realigned to avoid impact of creek?

## **Advantages**

### Altona North

- No residential impact
- Minimal impact to Hyde Street Reserve

### Docklands

- Support this option as a secondary option over option one

### Online

- Advantage is it works with the long tunnel also ramps north of the freeway probably a fair option as Maribyrnong Truck Action Group have lobbied for these.
- Go for Options One and Two
- Brings trucks with dangerous goods too close to Emma McLean Kindergarten and Donald McLean Reserve, there is still impact on Hyde Street Reserve so better to go with Option Two
- Options One and Two are okay as the end result is no more adverse to Stony Creek
- I like that it has less impact on Hyde Street Reserve and keeps the new road further away from residential buildings.
- Options One and Two clearly have the least impact on the residential areas and services nearby. Options Three, Four and Five move unnecessarily close to the residential zone
- I think both sides of residents will agree that Option Two is the best outcome. It is the only compromise, and hopefully none of these options required.
- Options One and Two clearly have the least impact on the residential areas and services nearby, Options Three, Four and Five move unnecessarily close to the residential zone
- Option One and Two have far less impact than Options Three, Four and Five, the health of the community should be foremost and this is way too close to residential zones and our community, not acceptable
- Options One and Two are the only viable options
- Online: it would appear all options are bad for Hyde Street users and the sensitive saltmarsh vegetation around Stony Creek, but this option looks clearly the best.
- looks like the best and only option or we could just move all of the port facilities to Geelong or Western Port
- This option leaves the bulk of Hyde Street Reserve untouched and enables the area to still be used as it is today.
- Minimises impact on Stony Creek and Hyde Street Reserve by hugging bridge, would need to keep footprint as small as possible but best option as does not impact local roads such as Simcock Avenue Spotswood.
- Most do not realise Stony Creek is contaminated anyway so any work done there would require a massive clean-up first which would benefit the area in the long run, Option One or Two
- Option Two is the best as you have the opportunity to convert industrial lands on the south side into open spaces for both residents in compensation for the loss of the creek.
- Best option out of the lot. It has the least impact on residents to the north and south of the freeway and will not result in the loss of Donald McLean Reserve as is the case with Options Three, Four and Five.
- Options One and Two connections seem to make more sense than Options Three, Four and Five which cause huge impacts on sensitive land uses, suitable sound mitigation on flyovers required
- Options One and Two clearly have the least impact on the nearby residential zones, and appear to be the best options.
- Options One and Two clearly have the least impact on the residential areas and services nearby
- I think Options One and Two are the best options for our community. Though careful planning and consideration must take place to minimise damage.
- Options One and Two Clearly have the least impact on the nearby residential zones, and appear to be the best options.
- Options One and Two have least impacts on the local residents and local sports facilities, which are already limited to the community.
- Options One and Two connections seem to make more sense
- Options One or Two are my preferred options as overall they have less noise, pollution and visual impact on the community
- Options One and Two clearly have the least impact on the residential areas and services nearby, Options Three, Four and Five move unnecessarily close to the residential zone
- Options One and Two provide the least amount of human disruption and reduction in all types of pollution

that Options Three, Four and Five are rife with. These are my preferred options.

- Option One destroys Stony Creek, Option Two with flyover bridge makes it worse for both sides of Yarraville and Spotswood, Options Three, Four and Five are too close to residences and kids. Of those Option One is hurting the least.

#### South Kingsville

- Does not move noise to Spotswood side
- Utilises Hyde Street which is ugly and dirty
- Option two is my preference because of less disruption to Stony Creek because it is an overpass
- This is the best of the five options, preserves most of Hyde Street park, gets trucks straight onto Hyde Street, no suburban roads impacted

#### Spotswood

- Best option as it keeps the new roads far from kindergarten, sports and houses
- Perfect solution less impact on residents, children and kindergarten
- Option two best option for kindergarten, less noise and pollution
- Preferred option as does not result in increased truck traffic near local kindergarten, playground and sporting facilities
- Option two Best option, minimal disruption, you could still walk under the elevated road
- It is not introducing new traffic only reducing an existing problem for the area, much preferred option
- Long tunnel option two north of my house
- Support long tunnel option two
- Support option two
- Fewer local roads receiving trucks

#### Yarraville

- Gets trucks to Hyde Street shorter and faster, economic benefit, better for transport operators, fatigue

### **Comment/query**

#### Online

- Can the elevated ramp crossing the freeway go underneath
- Option Two hugging freeway better.
- Option One is as close to residents as Options Three and Four, just different residents, Option Two appears to be aligned most away from residents, beware impacts from elevated flyovers over West Gate Bridge to all.
- Options Three, Four and Five significantly impact the Kindergarten which would directly affect seventy families. Surely the impact to seventy families is greater than the impact to a small quantity of households in Options One and Two

#### Spotswood

- What are VicRoads going to do to ensure trucks stop using Francis Street
- How does the quantity of trucks queuing on Hyde Street during peak periods affect surrounding residents and users of the reserve

### **Option 3: South – verbatim comments**

#### **Concern – proximity of road/structures**

##### Altona North

- Noise impacts on properties on Hope Street, which applies to options four and five also, impacts on property value
- Kindergarten nearby will be affected by noise and diesel fumes, which also applies for options four and five

##### Docklands

- Concerns with noise, visual amenity, local access routes to Douglas Parade and pollution
- Do not support having significant hazardous loads routed close to residential areas
- Do not support this option as it impacts residential areas not impacted in options one and two
- Local residents access from Hyde Street and Douglas Parade through to Spotswood

##### Online

- Options Three, Four and Five have not taken into account the people who reside in the area at all, there is a day care and kindergarten, local shopping and recreation facilities that are going to be greatly impacted



by this

- Options Three, Four and Five have too much impact on community amenities, including the only sporting oval and decent sized green space in Spotswood and far too close to the only kindergarten. Devastating for residents and community
- Options Three, Four and Five will have a major negative impact on the culture and amenity value of Spotswood due to their impedence on the recreation and education facilities in the immediate area.
- Options Three, Four and Five are terrible, how do these options take traffic off local roads? If anything this will significantly increase the amount of traffic and affects amenities and locals who use them.
- Options Three, Four and Five will have trucks running literally one block from where my family lives. This map does not show what it will look like along Simcock Avenue, elevated, noise and pollution big concerns.
- Options Three, Four and Five would significantly impact local sporting facilities as well as the local kindergarten and would significantly add air pollution to the local roads and residential areas.
- Options One and Two clearly have the least impact on the residential areas and services nearby, Options Three, Four and Five move unnecessarily close to the residential zone
- Options Three, Four and Five are a terrible options for Emma McLean Kindergarten and the local community of Spotswood, these will adversely affect both local families and all current and future families of the kindergarten
- It is clear that a preponderance of criticisms oppose Options Three, Four and Five as these will affect too many people and facilities in Spotswood.
- Options Three, Four and Five are all ridiculous, weigh up the impacts as opposed to Options One and Two as clearly Options One or Two are far better. The destruction and devastation on the Spotswood community are unacceptable
- Options Three, Four and Five are way too close to Scienceworks and add a danger to all the young families who use Simcock Avenue and especially Booker Street for parking.
- Options Three, Four and Five bring this infrastructure far too close to Emma Mclean Kindergarten. An integral part of the kindergarten program is its outdoor program, which will be severely compromised
- Options Three, Four and Five significantly impact the Kindergarten which would directly affect seventy families. Surely the impact to seventy families is greater than the impact to a small quantity of households in Options One and Two
- Options Three, Four and Five will be devastating to the community of Spotswood. The loss of social and public spaces and quality of life is creating much anxiety. Please no
- Vehemently oppose Options Three, Four and Five, too big an impact on amenities, communities, residents and children
- Do not like Options Three, Four or Five, I am a resident of Spotswood with a young family who use the sporting ovals and the local kindergarten. I just do not like the impact this could have on our whole community
- Options One and Two clearly have the least impact on the residential areas and services nearby. Options Three, Four and Five move unnecessarily close to the residential zone
- Our house and our kid's kindergarten are so close to Options Three, Four and Five. Unlike those who use Stony Creek, you can choose not to, but we do not have any other options then to breathe pollution day and night
- This option, along with Options Four and Five will greatly destroy the few amenities afforded to locals. It will greatly impact a fabulous kindergarten, the wasteland on Simcock Avenue will remain so. Saddest option
- Options Three, Four and Five are a terrible option for Emma McLean Kindergarten and the local community of Spotswood. It will adversely affect both local families and all current and future families of the kindergarten
- Options Three, Four and Five significantly impact the Kindergarten which would directly affect seventy families. Surely the impact to seventy families is greater than the impact to a small quantity of households in Options One and Two
- The key disadvantages are spelt out in their own option descriptions so why should the residents want to accept any of these as health of the residents should take precedence
- Options Three, Four and Five are a terrible options for Emma McLean Kindergarten and the local community of Spotswood, these will adversely affect both local families and all current and future families of the kindergarten
- Options Three, Four and Five are completely unsatisfactory for Spotswood as these cause significant noise

and environmental impacts on residential areas, kindergarten, and sports grounds.

- Options One and Two clearly have the least impact on the residential areas and services nearby, Options Three, Four and Five move unnecessarily close to the residential zone
- Option One and Two have far less impact than Options Three, Four and Five, the health of the community should be foremost and this is way too close to residential zones and our community, not acceptable
- Agree with most that options three, four and five are too close to residents, kindergarten and sporting grounds
- This Option has terrible implications for the Public Golf Course and surely the other sporting clubs, kindergarten and residents. Vital parts of the course would be lost and most likely the Pro Shop.
- This option feels terrible. Every weekend the ovals are full of children playing footy or cricket as well as most nights during the week. Why take the risk of putting this near kids
- Not good to bring trucks carrying dangerous goods close to sports ground and Emma McLean Kindergarten and disrupt local traffic on Simcock Avenue
- Noise, air and visual pollution too close to residential zone and local kindergarten, impacts the only sports facility in Spotswood.
- Options Three, Four and Five would all have a significant impact on sporting facilities and amenities in Spotswood. I am very concerned about the future of Donald McLean Reserve plus the Childcare Centre.
- No, you really do not care about the health, lifestyle and impact on the locals that live in Spotswood and use these sporting and kindergarten facilities. What about the kids
- Disadvantage is that it appears to pass over land at golf course, McLean Reserve. Other options appear to be better aligned to profile roadway. Flyover to reach south appear to have added visual impacts.
- Destroy a creek or the health of many residents greatly affected near Hope Street and kindergarten, clearly this is not an option at all.
- Disadvantage is that it is too close to residents on Hope Street and kindergarten. Impacts cafe business on Hudsons Road due to truck noise and pollution, terrible option.
- Option One is as close to residents as Options Three and Four, just different residents, Option Two appears to be aligned most away from residents, beware impacts from elevated flyovers over West Gate Bridge to all.
- Options One and Two clearly have the least impact on the residential areas and services nearby, Options Three, Four and Five move unnecessarily close to the residential zone
- Options One and Two provide the least amount of human disruption and reduction in all types of pollution that Options Three, Four and Five are rife with. These are my preferred options.
- Option One destroys Stony Creek, Option Two with flyover bridge makes it worse for both sides of Yarraville and Spotswood, Options Three, Four and Five are too close to residences and kids. Of those Option One is hurting the least.
- Options Three, Four and Five move unnecessarily close to the residential zone
- If Stony Creek is gone, at least you have the option not to go there. If road is too close to the residents as Options Three, Four and Five, we will suffer days and nights as we do not have any other choices.
- Options Three, Four and Five which cause huge impacts on residential, kindergarten and community areas.
- This option has too much impact on Hyde Street Reserve but better than impacting on Donald McLean sports ground and Emma Mclean Kindergarten which Options Three, Four and Five do.

#### South Kingsville

- Increase to traffic through Spotswood and noise issues does not take into account long term residential development of the Spotswood area
- Stay away from the museum end of Spotswood, residents do live there

#### Spotswood

- Option three definitive no as it disrupts golf business, kindergarten, residential, lose view, diesel dust, traffic noise, this is a small suburb which is up and coming
- How can noise and visual impact realistically be controlled when the roads are so significantly elevated over the West Gate, the scale of affected residents will be larger than those immediately adjacent to the road
- Concerns about trucks with dangerous goods near Emma McLean Kindergarten
- This is a bad idea, why would you put the freeway so close to kindergarten
- Devaluation of land
- Devalues land less attractive to developers if a truck route

- Pollution, especially Hall Street Kinder, impact on visual amenity

#### Yarraville

- Option Three disadvantages alignment appears to cut over golf club and is too close to homes on Hope Street
- Noisy trucks and vehicles above West Gate Bridge is bad for Yarraville and Spotswood amenity
- This Option Three keeps traffic the greatest distance from houses and it will have the least noise impact on residents

#### **Concern – open space**

##### Docklands

- Do not support as it impacts sports at McLean reserve and acoustic issues to residential on south
- Do not support as impacts recreational areas heavily used by sporting group and local communities
- Online
- Options Three, Four and Five have not taken into account the people who reside in the area at all, there is a day care and kindergarten, local shopping and recreation facilities that are going to be greatly impacted by this
- Options Three, Four and Five have too much impact on community amenities, including the only sporting oval and decent sized green space in Spotswood and far too close to the only kindergarten. Devastating for residents and community
- Options Three, Four and Five will have a major negative impact on the culture and amenity value of Spotswood due to their impedance on the recreation and education facilities in the immediate area.
- Options Three, Four and Five would significantly impact local sporting facilities as well as the local kindergarten and would significantly add air pollution to the local roads and residential areas.
- Best option out of the lot. It has the least impact on residents to the north and south of the freeway and will not result in the loss of Donald McLean Reserve as is the case with Options Three, Four and Five.
- Options Three, Four and Five would all have a significant impact on sporting facilities and amenities in Spotswood. I am very concerned about the future of Donald McLean Reserve plus the Childcare Centre.
- Options Three, Four and Five are completely unsatisfactory for Spotswood as these cause significant noise and environmental impacts on residential areas, kindergarten, and sports grounds.
- Options Three, Four and Five significantly impact Don McLean Reserve which is a higher quality facility and used by more community members in regular sporting and recreational activities than Hyde Street Reserve and Stony Creek Reserve
- Noise, air and visual pollution too close to residential zone and local kindergarten, impacts the only sports facility in Spotswood.
- Destroy a creek or the health of many residents greatly affected near Hope Street and kindergarten, clearly this is not an option at all.
- Disadvantage is that it appears to pass over land at golf course, McLean Reserve. Other options appear to be better aligned to profile roadway. Flyover to reach south appear to have added visual impacts.
- Options Three, Four and Five significantly impact Don McLean Reserve which is a higher quality facility and used by more community members in regular sporting and recreational activities than Hyde Street Reserve or Stony Creek Reserve
- Options Three, Four and Five will result in the closure of Emma McLean Kindergarten and the loss of Donald McLean Reserve. This open space cannot be relocated within the Spotswood zone. This is not on
- Not good to bring trucks carrying dangerous goods close to sports ground and Emma McLean Kindergarten and disrupt local traffic on Simcock Avenue
- Ramps to Don McLean Reserve will destroy mature trees that screen the freeway and provide an offset to pollution. This is the only open green space Spotswood has and should not be compromised.
- This Option has terrible implications for the Public Golf Course and surely the other sporting clubs, kindergarten and residents. Vital parts of the course would be lost and most likely the Pro Shop.

##### South Kingsville

- The increase in high density population and thousands more planned, sporting grounds, open space is greatly needed
- Impact on sporting clubs, ovals to be redeveloped after completion, where to play if ovals out of use, move clubrooms away from road?

##### Spotswood

- Concerns about the sporting facilities
- Bad option for sports fields and golf club
- Do not like impact to existing sporting facilities
- Westbound on ramp must be elevated over sporting ground and golf club
- There must be no impact on Donald McLean Reserve including sporting facilities as this is for local residents and community use
- Impact amenity through sporting area

#### Yarraville

- Will the golf club be cut in half or no longer able to operate

### **Concern – elevated roads**

#### North Melbourne

- Okay but expensive elevated ramps are required for option three

#### Online

- Options One and Two connections seem to make more sense than Options Three, Four and Five which cause huge impacts on sensitive land uses, suitable sound mitigation on flyovers required
- Ramps to Don McLean Reserve will destroy mature trees that screen the freeway and provide an offset to pollution. This is the only open green space Spotswood has and should not be compromised.
- Options Three, Four and Five are terrible as the impact of flyovers so close to sporting and educational facilities is unacceptable. Massive traffic impacts for the residents south of the bridge all the way to Williamstown.

#### South Kingsville

- High elevated ramps project noise further into residential areas

#### Spotswood

- How can noise and visual impact realistically be controlled when the roads are so significantly elevated over the West Gate, the scale of affected residents will be larger than those immediately adjacent to the road

#### Yarraville

- Long tunnel Option Three visual impact with height of crossovers
- Option Three disadvantages flyovers impact residents to its elevation

### **Concern – noise**

#### Docklands

- Concerns with noise, visual amenity, local access routes to Douglas Parade and pollution

#### Online

- Noise, air and visual pollution too close to residential zone and local kindergarten, impacts the only sports facility in Spotswood.
- Options Three, Four and Five will have trucks running literally one block from where my family lives. This map does not show what it will look like along Simcock Avenue, elevated, noise and pollution big concerns.
- As a resident of Spotswood I am deeply concerned about Options Three, Four and Five, living very close to the West Gate Bridge and Freeway we will have more traffic congestion and noise close to home.
- Disadvantage is that it is too close to residents on Hope Street and kindergarten. Impacts cafe business on Hudsons Road due to truck noise and pollution, terrible option.
- The Maribyrnong Truck Action Group saying trucks should go here merely moves the problems of pollution and noise into a different area and onto a new community

#### South Kingsville

- High elevated ramps project noise further into residential areas
- South Kingsville: Increase to traffic through Spotswood and noise issues does not take into account long term residential development of the Spotswood area

#### Spotswood

- Four additional lanes elevated noise pollution impact on Donald Reserve kindergarten
- Concerns about the noise of the traffic entering and exiting the tunnels
- Concerns about the sound from the raised roads
- How can noise and visual impact realistically be controlled when the roads are so significantly elevated over the West Gate, the scale of affected residents will be larger than those immediately adjacent to the

road

- Extra noise from elevated roadway will spoil the football ground
- Concerns about noise and air quality
- Noise and air quality
- Option three definitive no as it disrupts golf business, kindergarten, residential, lose view, diesel dust, traffic noise, this is a small suburb which is up and coming
- Option three definitive no as it disrupts golf business, kindergarten, residential, lose view, diesel dust, traffic noise, this is a small suburb which is up and coming

#### Yarraville

- Noisy trucks and vehicles above West Gate Bridge is bad for Yarraville and Spotswood amenity

### **Concern – air quality**

#### Docklands

- Concerns with noise, visual amenity, local access routes to Douglas Parade and pollution

#### Online

- Noise, air and visual pollution too close to residential zone and local kindergarten, impacts the only sports facility in Spotswood.
- Options Three, Four and Five will have trucks running literally one block from where my family lives. This map does not show what it will look like along Simcock Avenue, elevated, noise and pollution big concerns.
- Disadvantage is that it is too close to residents on Hope Street and kindergarten. Impacts cafe business on Hudsons Road due to truck noise and pollution, terrible option.
- Ramps to Don McLean Reserve will destroy mature trees that screen the freeway and provide an offset to pollution. This is the only open green space Spotswood has and should not be compromised.
- The Maribyrnong Truck Action Group saying trucks should go here merely moves the problems of pollution and noise into a different area and onto a new community

#### Spotswood

- Concerns about noise and air quality
- Noise and air quality
- Option three definitive no as it disrupts golf business, kindergarten, residential, lose view, diesel dust, traffic noise, this is a small suburb which is up and coming
- Truck worse kind of pollution
- Pollution, especially Hall Street Kinder, impact on visual amenity

### **Concern – traffic flow and congestion**

#### Online

- Brings truck problems from Francis Street Yarraville to Simcock Avenue Spotswood, which may seem an industrial wasteland but I live just near there. Does not remove trucks from local roads.
- Options Three, Four and Five are terrible as the impact of flyovers so close to sporting and educational facilities is unacceptable. Massive traffic impacts for the residents south of the bridge all the way to Williamstown.
- Options Three, Four and Five do not take into account the amount of traffic that currently uses Simcock Avenue to get to Spotswood and Newport via Hudsons Road.
- Options Three, Four and Five are terrible, how do these options take traffic off local roads? If anything this will significantly increase the amount of traffic and affects amenities and locals who use them.
- As a resident of Spotswood I am deeply concerned about Options Three, Four and Five, living very close to the West Gate Bridge and Freeway we will have more traffic congestion and noise close to home.

#### South Kingsville

- Do not move traffic from north of freeway to south, shifting the problem
- Shifting traffic, tunnels better options with more direct access
- Confusion for freeway drivers with lots of lane changes occurring closer together

#### Spotswood

- What are VicRoads going to do to ensure trucks stop using Francis Street
- Tight curves at Douglas Parade a worry for tankers, make Douglas Parade a T junction with Hyde Street

### **Concern – other**

### Docklands

- Impact on cycle access along Simcock Avenue and Douglas Parade
- Options Three, Four and Five are way too close to sensitive land uses.

### Online

- We Spotswood residents are appalled at Options Three, Four and Five, we never signed up for this, the other side of the bridge knowingly purchased in a trucking zone and we did not
- No Option Three, Four and Five
- All options that use Hyde Street will have dramatic consequences for residents exiting Spotswood, Newport and Williamstown heading north. Melbourne Road is already a nightmare.
- Options Three, Four and Five also require to dig up toxic land and the effects of that are still unknown, clearly they should not be considered at all.
- Options Three, Four and Five are far too dangerous with respect to heavy long trucks, with all the fallout, this will spoil the progress of Spotswood, unearth toxicity, why not develop some land into reserve
- Options Three, Four and Five mean that the industrial sites that are currently being cleared will not be available for non-industrial development, wasted opportunity.

### South Kingsville

- Option three and eyesore not an attractive option
- Option three would be okay in India

### Spotswood

- Why is this even an option, too much impact on Spotswood services
- Impacts tourism and ability to attract people to the museum area and potential expansion of the museum
- Detrimental impact to museum and visual impacts of city
- Long tunnel pollution heading in dense living area
- Do not appreciate impact to existing train line which will need to be lowered to accommodate elevated roads
- Long tunnel option number three gradual turns onto industrial land
- Recently vacated land will become an industrial wasteland if a truck route is pushed south of the freeway
- Maribyrnong Truck Action Group have been the lobbyist for truck ramp is it fair ramps get pushed into the neighbouring suburb

### Yarraville

- What is this industrial space on Simcock Ave going to be

## **Improvement idea**

### Spotswood

- Noise barriers on Hyde Street ramps are a must
- Should have the opportunity for recent vacant land to be transformed just as Yarraville did north of freeway
- Agree that Spotswood should have opportunity to transform recently vacated industrial land to community facilities
- Why not merge the exit ramps on the south side through the industrial land that is vacant

## **Advantages**

### Footscray

- Best option of the four
- Prefer option number three
- Like option three or five best, less impacts on Stony Creek
- Best option, less impact on Hyde Street Reserve
- Best option as it does not affect Stony Creek and has minimum effect on one cricket area

### Online

- Only a non-local would say that Options Three, Four and Five have least impact on existing streets, I am a local and use these streets and amenities daily like many others from surrounding areas.
- Not as elegant a solution as Option Five but it is vastly superior to destroying Stony Creek would gain community support
- Option three is good for the Reserve but the northern ramp needs to be as close to the West Gate to minimise the impact on Stony Creek
- Surely Option Three is the best option as it keeps the creek and reserve free of destruction, while providing

an efficient connection to Hyde Street without messing up Hall Street, can sporting clubs be compensated

- This option is very good. It is also not close to homes. Golf has access to other side

#### South Kingsville

- Minimises impact on green space
- Bike paths easier
- Minimises residential impact
- No residential impact

#### Spotswood

- This seems like a great option less disturbance to residents north and south of the freeway
- Great option as does not impact on existing residential areas
- Stackers an eyesore for twenty to thirty metres
- It is a positive to see industrial land being used
- The best option environmentally
- As a road bicycle rider the junction at Douglas Parade is the best option
- Connecting with Simcock Avenue is good, long sweeping bends are good for tankers
- Uses previously alienated land preserves Hyde Street Reserve
- Does not impact on Stony Creek Reserve

#### Yarraville

- Prefer Option Three provided tolling is capped, transport business, and golf course holes one to nine are relocated to Stony Creek
- Prefer this Option Three no impact to natural environment
- Good option saves Stony Creek but still delivers the Western Distributor
- Good option to save the open green spaces of Stony Creek and use the industrial land along Simcock Avenue
- Best option minimal impact on creek and less noise
- Hyde Street Option Three acceptable, must work with golf club on impact minimisation
- This is the option with the least green space loss and looks like least disruption to Stony Creek, I am not concerned about amenity lost for sport
- This Option Three keeps traffic the greatest distance from houses and it will have the least noise impact on residents
- Keeps heavy traffic isolated
- Long option is best, like this option the best as road together
- This option keeps the traffic the greatest distance from houses, it will have the least noise impact on residents

#### **Comment/query**

##### Online

- Option Three protects the Hyde Street Reserve and Stony Creek but all its impact is on the golf course and southern residents

#### **Option 4: North-South – verbatim comments**

##### **Concern – proximity of road/structures**

##### Altona North

- Noise impacts on properties on Hope Street, impacts on property value

##### Docklands

- Do not support this option as it impacts residential areas not impacted in Options one and two
- Concerns with noise, visual amenity, local access routes to Douglas Parade and pollution
- Do not support having additional hazardous load routed close to residential areas

##### Online

- Options Three, Four and Five have not taken into account the people who reside in the area at all, there is a day care and kindergarten, local shopping and recreation facilities that are going to be greatly impacted by this
- Options Three, Four and Five have too much impact on community amenities, including the only sporting oval and decent sized green space in Spotswood and far too close to the only kindergarten. Devastating for

residents and community

- Options Three, Four and Five will have a major negative impact on the culture and amenity value of Spotswood due to their impedence on the recreation and education facilities in the immediate area.
- Options Three, Four and Five are terrible, how do these options take traffic off local roads? If anything this will significantly increase the amount of traffic and affects amenities and locals who use them.
- Options Three, Four and Five will have trucks running literally one block from where my family lives. This map does not show what it will look like along Simcock Avenue, elevated, noise and pollution big concerns.
- Options Three, Four and Five would significantly impact local sporting facilities as well as the local kindergarten and would significantly add air pollution to the local roads and residential areas.
- Options Three, Four and Five are a terrible options for Emma McLean Kindergarten and the local community of Spotswood, these will adversely affect both local families and all current and future families of the kindergarten
- It is clear that a preponderance of criticisms oppose Options Three, Four and Five as these will affect too many people and facilities in Spotswood.
- Options One and Two clearly have the least impact on the residential areas and services nearby, Options Three, Four and Five move unnecessarily close to the residential zone
- Options Three, Four and Five are all ridiculous, weigh up the impacts as opposed to Options One and Two as clearly Options One or Two are far better. The destruction and devastation on the Spotswood community are unacceptable
- Options Three, Four and Five are way too close to Scienceworks and add a danger to all the young families who use Simcock Avenue and especially Booker Street for parking.
- Options Three, Four and Five bring this infrastructure far too close to Emma Mclean Kindergarten. An integral part of the kindergarten program is its outdoor program, which will be severely compromised
- Options Three, Four and Five significantly impact the Kindergarten which would directly affect seventy families. Surely the impact to seventy families is greater than the impact to a small quantity of households in Options One and Two
- Options Three, Four and Five will be devastating to the community of Spotswood. The loss of social and public spaces and quality of life is creating much anxiety. Please no
- Vehemently oppose Options Three, Four and Five, too big an impact on amenities, communities, residents and children
- As a resident of Spotswood I am deeply concerned about Options Three, Four and Five, living very close to the West Gate Bridge and Freeway we will have more traffic congestion and noise close to home.
- Options Three, Four and Five are a terrible options for Emma McLean Kindergarten and the local community of Spotswood, these will adversely affect both local families and all current and future families of the kindergarten
- Options Three, Four and Five are completely unsatisfactory for Spotswood as these cause significant noise and environmental impacts on residential areas, kindergarten, and sports grounds.
- Options Three, Four and Five would all have a significant impact on sporting facilities and amenities in Spotswood. I am very concerned about the future of Donald McLean Reserve plus the Childcare Centre.
- Option One and Two have far less impact than Options Three, Four and Five, the health of the community should be foremost and this is way too close to residential zones and our community, not acceptable
- Options One and Two clearly have the least impact on the residential areas and services nearby, Options Three, Four and Five move unnecessarily close to the residential zone
- Agree with most that options three, four and five are too close to residents, kindergarten and sporting grounds
- This option, along with Options Four and Five will greatly destroy the few amenities afforded to locals. It will greatly impact a fabulous kindergarten, the wasteland on Simcock Avenue will remain so. Saddest option
- If Stony Creek is gone, at least you have the option not to go there. If road is too close to the residents as Options Three, Four and Five, we will suffer days and nights as we do not have any other choices.
- Options Three, Four and Five which cause huge impacts on residential, kindergarten and community areas.
- Options Three, Four and Five significantly impact the Kindergarten which would directly affect seventy families. Surely the impact to seventy families is greater than the impact to a small quantity of households in Options One and Two
- Options One and Two clearly have the least impact on the residential areas and services nearby. Options Three, Four and Five move unnecessarily close to the residential zone



- Our house and our kid's kindergarten are so close to Options Three, Four and Five. Unlike those who use Stony Creek, you can choose not to, but we do not have any other options then to breathe pollution day and night
- Brings trucks with dangerous goods too close to Emma McLean Kindergarten and Donald McLean Reserve, there is still impact on Hyde Street Reserve so better to go with Option Two
- Options Three, Four and Five are a terrible option for Emma McLean Kindergarten and the local community of Spotswood. It will adversely affect both local families and all current and future families of the kindergarten
- Option One is as close to residents as Options Three and Four, just different residents, Option Two appears to be aligned most away from residents, beware impacts from elevated flyovers over West Gate Bridge to all.
- Do not like Options Three, Four or Five, I am a resident of Spotswood with a young family who use the sporting ovals and the local kindergarten. I just do not like the impact this could have on our whole community
- Devalues land in Spotswood if Hall Street is turned into a truck route, the recently vacated land will remain an industrial wasteland
- Options One and Two clearly have the least impact on the residential areas and services nearby, Options Three, Four and Five move unnecessarily close to the residential zone
- Options One and Two provide the least amount of human disruption and reduction in all types of pollution that Options Three, Four and Five are rife with. These are my preferred options.
- Option One destroys Stony Creek, Option Two with flyover bridge makes it worse for both sides of Yarraville and Spotswood, Options Three, Four and Five are too close to residences and kids. Of those Option One is hurting the least.
- Options Three, Four and Five move unnecessarily close to the residential zone
- Option Four has too much of an impact on the only sporting facility in Spotswood, it also impacts green spaces north of freeway and brings tankers far too close to the kindergarten. Not good for anyone.

#### South Kingsville

- Increased noise to residents by truck traffic options four and three
- Stay away from the museum end of Spotswood, residents do live there

#### Spotswood

- Do not support noise impact and pollution to local kindergarten and playground, however prefer this to option five if had to choose from options four and five
- Option four concerns introducing new traffic to small suburb, void blocks views and devalues property, if done well it could be better than option five, noise could be a concern on how this will be managed, diesel dust
- Kindergarten effect on children, dangerous goods carriers
- Concerns about trucks with dangerous goods near Emma McLean kindergarten

### **Concern – open space**

#### Docklands

- Do not support as impacts recreational areas heavily used by sporting groups and local communities

#### Footscray

- Great solution, worry about the serenity of Hyde Street Reserve
- North Melbourne: Option four north ramp, no as it ruins green space, south ramp, yes as it allows heavy tankers to get up to speed
- The worst option as it affects both Stony Creek and the cricket area

#### Online

- Options Three, Four and Five significantly impact Don McLean Reserve which is a higher quality facility and used by more community members in regular sporting and recreational activities than Hyde Street Reserve and Stony Creek Reserve
- Brings trucks with dangerous goods too close to Emma McLean Kindergarten and Donald McLean Reserve, there is still impact on Hyde Street Reserve so better to go with Option Two
- This embankment is heavily degraded so there are opportunities to greatly improve the environment here if done properly but not at the cost of the creek

- Option Four has too much of an impact on the only sporting facility in Spotswood, it also impacts green spaces north of freeway and brings tankers far too close to the kindergarten. Not good for anyone.
- Options Three, Four and Five significantly impact Don McLean Reserve which is a higher quality facility and used by more community members in regular sporting and recreational activities than Hyde Street Reserve or Stony Creek Reserve
- Options Three, Four and Five will result in the closure of Emma McLean Kindergarten and the loss of Donald McLean Reserve. This open space cannot be relocated within the Spotswood zone. This is not on
- Options Three, Four and Five have not taken into account the people who reside in the area at all, there is a day care and kindergarten, local shopping and recreation facilities that are going to be greatly impacted by this
- Options Three, Four and Five have too much impact on community amenities, including the only sporting oval and decent sized green space in Spotswood and far too close to the only kindergarten. Devastating for residents and community
- Options Three, Four and Five will have a major negative impact on the culture and amenity value of Spotswood due to their impedance on the recreation and education facilities in the immediate area.
- Options Three, Four and Five would significantly impact local sporting facilities as well as the local kindergarten and would significantly add air pollution to the local roads and residential areas.
- This will result in the loss of mangroves and salt marsh vegetation near Hyde Street.
- Do not like Option Four as impacts both sides of freeway and impacts Stony Creek
- If this roadway can hug the West Gate more so it does not encroach on the creek and overshadow it, this option could have has some merit. Currently unacceptable through creek
- No way, I use Stony Creek we have to live here the people who use Stony Creek have a choice to use it, we do not, far too much impact on the Spotswood community
- Still too much destruction of Stony Creek, again there is so much industrial land on the other side of the West Gate Bridge use it

#### South Kingsville

- Do not sacrifice our precious green space for more flyovers
- Utilises Hyde Street Reserve which may be green space, but is ugly and dirty
- Not a bad compromise but prefer option five as has less impact on the reserve
- Do not want this because of impact on Stony Creek Reserve

#### Spotswood

- Good option shares pain between Yarraville and Spotswood saves Stony Creek Reserve
- This spreads the impact on Yarraville and Spotswood, both still have impact on open space
- There must be no impact on Donald McLean Reserve as this is a reserve with sporting facilities for the local community.
- Worst impact on Spotswood and loss of open space
- As a member of Stony Creek this option I feel is a real shame, the west is full of industry and traffic please retain some beauty, we have lived with the bridge and freeway so try to minimise the visual effect and noise pollution
- I walk my dog where this will go along Stony Creek Reserve
- Visual impact on Stony Creek Reserve
- Overpass lowers a significant length of Stony Creek
- The impact on Stony Creek Reserve and the sporting grounds are a concern

#### Yarraville

- Hyde Street access Option Four no, still too much impact on Stony Creek, use industrial land first
- Impact on Stony Creek Reserve and Don McLean Reserve needs to be avoided
- Do not destroy Stony Creek, use industrial land
- Exit ramp over Stony Creek not necessary

### **Concern – elevated roads**

#### North Melbourne

- Do not want ramps to cross over the freeway

#### Online

- Options Three, Four and Five are terrible as the impact of flyovers so close to sporting and educational facilities is unacceptable. Massive traffic impacts for the residents south of the bridge all the way to

Williamstown.

#### South Kingsville

- Do not sacrifice our precious green space for more flyovers

#### Yarraville

- Option Four long option best, do not like exit road over park

### **Concern – noise**

#### Altona North

- Kindergarten nearby will be affected by noise and diesel fumes
- Noise impacts on properties on Hope Street, impacts on property value

#### Docklands

- Concerns with noise, visual amenity, local access routes to Douglas Parade and pollution

#### Online

- As a resident of Spotswood I am deeply concerned about Options Three, Four and Five, living very close to the West Gate Bridge and Freeway we will have more traffic congestion and noise close to home.
- Options Three, Four and Five will have trucks running literally one block from where my family lives. This map does not show what it will look like along Simcock Avenue, elevated, noise and pollution big concerns.

#### South Kingsville

- Sharp on ramp could impact playing fields and cause noise, suggestion to run parallel to freeway to maximise land use for future development opportunities

#### Spotswood

- Concerns about the noise of the traffic entering and exiting the tunnels
- Noise and air quality
- Concerns about the sound from the raised roads
- Trucks will produce more pollution and noise than they currently do using incline and decline of ramps
- What will noise barrier be like for houses near Hyde Street Reserve
- Option four concerns introducing new traffic to small suburb, void blocks views and devalues property, if done well it could be better than option five, noise could be a concern on how this will be managed, diesel dust
- Do not support noise impact and pollution to local kindergarten and playground, however prefer this to option five if had to choose from options four and five

### **Concern –air quality**

#### Altona North

- Kindergarten nearby will be affected by noise and diesel fumes

#### Docklands

- Concerns with noise, visual amenity, local access routes to Douglas Parade and pollution .
- Online
- Options Three, Four and Five will have trucks running literally one block from where my family lives. This map does not show what it will look like along Simcock Avenue, elevated, noise and pollution big concerns.

#### Spotswood

- Noise and air quality
- Trucks will produce more pollution and noise than they currently do using incline and decline of ramps
- Option four concerns introducing new traffic to small suburb, void blocks views and devalues property, if done well it could be better than option five, noise could be a concern on how this will be managed, diesel dust
- Environmental impact
- Do not support noise impact and pollution to local kindergarten and playground, however prefer this to option five if had to choose from options four and five
- Kindergarten on the corner of The Avenue and Hope Street affected, pollution for children

### **Concern – traffic flow and congestion**

#### Docklands

- Do not support, why bring trucks on south side of the West Gate Freeway

#### Online

- Brings truck problems from Francis Street Yarraville to Simcock Avenue Spotswood, which may seem an industrial wasteland but I live just near there. Does not remove trucks from local roads.
- As a resident of Spotswood I am deeply concerned about Options Three, Four and Five, living very close to the West Gate Bridge and Freeway we will have more traffic congestion and noise close to home.
- Options Three, Four and Five do not take into account the amount of traffic that currently uses Simcock Avenue to get to Spotswood and Newport via Hudsons Road.
- Options Three, Four and Five are terrible, how do these options take traffic off local roads? If anything this will significantly increase the amount of traffic and affects amenities and locals who use them.
- The current access to Hyde Street at this point on Options Four and Five is already dangerous due to limited visibility and increased truck traffic would exacerbate this considerably.
- What about the thousands of car users who use Simcock Avenue every day, the freeway should not be allowed to take over suburban streets. No to this option.
- Options Three, Four and Five are terrible as the impact of flyovers so close to sporting and educational facilities is unacceptable. Massive traffic impacts for the residents south of the bridge all the way to Williamstown.

#### South Kingsville

- Confusion for freeway drivers with lots of lane changes occurring closer together
- Don't move traffic from north of freeway to south of freeway and shifting the problem

#### Spotswood

- What are VicRoads doing or what are they going to do to ensure trucks stop using Francis Street

#### Yarraville

- Why can the truck off ramp not go through Mobil property on Simcock Avenue
- How can you be sure trucks will use the tunnel to get to the north and not the Hyde Street ramps and Whitehall Street

#### **Concern – other**

##### Docklands

- Affects indigenous area

##### Online

- All options that use Hyde Street will have dramatic consequences for residents exiting Spotswood, Newport and Williamstown heading north. Melbourne Road is already a nightmare.
- We Spotswood residents are appalled at Options Three, Four and Five, we never signed up for this, the other side of the bridge knowingly purchased in a trucking zone and we did not
- Options Three, Four and Five are way too close to sensitive land uses.
- Options Three, Four and Five also require to dig up toxic land and the effects of that are still unknown, clearly they should not be considered at all.
- Options Three, Four and Five are far too dangerous with respect to heavy long trucks, with all the fallout, this will spoil the progress of Spotswood, unearth toxicity, why not develop some land into reserve
- Options Three, Four and Five mean that the industrial sites that are currently being cleared will not be available for non-industrial development, wasted opportunity.
- Options One and Two connections seem to make more sense than Options Three, Four and Five which cause huge impacts on sensitive land uses, suitable sound mitigation on flyovers required
- No Option Three, Four and Five

##### South Kingsville

- This is my third choice after Option two and Option one as it gets trucks to Hyde Street by using little used Hall Street and Simcock Avenue Spotswood: No development of Hyde Street Reserve and no clean-up of toxic AusNet site

##### Yarraville

- This manages to do as much damage as possible definite no
- Long tunnel Option Four no, impacts both sides of the freeway open space and visually unattractive

#### **Improvement idea**

##### North Melbourne

- Minimise impact on open space

#### Online

- Put the factory SocoBell OEM down and have a direct ramp access. The other ramp at Stony Creek is not good, move and connect this ramp to former Esso industrial land under West Gate Freeway
- Options Four and Five would be better if the proposed roads were aligned beside the West Gate Freeway down to Hyde Street. This minimises the effect on nearby recreational and residential areas.

#### South Kingsville

- Southern ramp to run more parallel to the West Gate, such that is similar to north ramp, this keeps the traffic further from current and future developed areas, Glassworks is likely decommissioned in five to seven years
- Suggest that ramps be fitted for but not with ability to add sound walls to address future use of adjacent land
- Sharp on ramp could impact playing fields and cause noise, suggestion to run parallel to freeway to maximise land use for future development opportunities
- Suggestion, acquire factory on Mobil site to run south surface road parallel to freeway this will open space for future use and growth of residential development to the area
- Close Hudsons Road to all truck traffic, south end of Hudsons Road could become an alternative rat run

#### Spotswood

- Why doesn't the westbound on ramp from Hyde Street run along the West Gate Freeway instead of Simcock Avenue
- Can the ramp on the north side of the bridge not be pushed closer south towards the West Gate Bridge
- Southern ramp to profile the West Gate Bridge to Hyde Street as it unnecessarily cuts through the reserve
- Noise barriers on Hyde Street exists a must

#### Yarraville

- Noise barriers must be higher than any elevated road to protect residents

### **Advantages**

#### Altona North

- Probably best compromise in terms of traffic flow, local impact and cost

#### Docklands

- This option is preferred as it protects Stony Creek which should have priority over the Golf Course

#### Online

- It seems to be the better option as much fewer are affected by this option in all possible ways and no ugly bridges going over ramps. Looks tidier and not as chaotic as the other options.
- Only a non-local would say that Options Three, Four and Five have least impact on existing streets, I am a local and use these streets and amenities daily like many others from surrounding areas.
- Short tunnel option north south is second preference to minimise impact on Stony Creek and Yarraville residents
- This long option is preferred as both the southern and northern ramps are located as close to the West Gate as possible to minimise impacts to surrounding residents in both Spotswood and Yarraville
- Looks to be the best option as avoids the need for flyovers and the noise they bring
- I like this option because, no flyovers, pain shared, Stony Creek impact is minimal, residents can still access Stony Creek and the split means ramps will be smaller than one with divider
- This option appears to represent the least impact to existing streets and a lower number of off and on ramps.
- This option has the advantage of no roads in the sky and closely follows the existing footprint of the bridge.
- This option is preferred because there are no elevated roads as elevated roads will have wide impacts both north and south of the West Gate Freeway as sound travel will be difficult to control
- Advantage is no flyovers required crossing the West Gate Freeway which means least visual impact to all nearby residents from higher than necessary elevated roads.
- Option four is best all-rounder but not perfect, offers minimal loss of open spaces and impacts on existing communities. It must be built hugging the freeway as close as possible, Socobell must relocate
- Option Four is the best as it impacts the least on Stony Creek, the reserve and northern and southern residents as long as the northern and southern ramps hug the West Gate Freeway
- Option four is the best as long as the south on ramp hugs the West Gate more so it has a lot less impact on southern residents and golf course

- Of all the available options this is by far the best as it saves green space and is more local friendly.
- Better option all round
- Could the southern ramp hug the Freeway more and you would have the ideal outcome
- Good option as least impact to all
- Good option but south ramp alignment not good cutting across golf course needs to be further east before turning. Can it continue to profile the West Gate for longer

#### North Melbourne

- I like option four because it follows the alignment of the existing bridge
- Option four is best as less height and noise is better, would prefer south ramp alignment closer to the bridge

#### South Kingsville

- Option four is my preference for Spotswood residents as it removes heavy traffic off Hudsons Road and has minimal visual and noise impact

#### Spotswood

- This option by far has the least negative impacts on both local residents and the functional open space
- Preferred option, least impact on residents, least impact on parkland, least impact on broader community and removes trucks from roads
- Minimum impact on residential housing on both sides, no elevated road helps to reduce scale and intensity of impacts
- Option four is my choice, like this option as it does not impact as much
- Long tunnel option is preferred to short
- Support option four and suggest south ramp hugs bridge on south side
- I like this option as it provides direct access for placard loads with no flyover
- Support option four best solution will still look nice and address all major problems
- It is the most viable option for the broader community whilst still removing trucks from the inner west.
- Support option four, an elegant solution that does not require a flyover
- It is positive to see the industrial land being utilised
- Least impact on all, houses, green spaces
- Shared impacts between Spotswood and Yarraville

#### Yarraville

- Option Four advantage less elevation in comparison with flyovers means less impact, reduced gradients means less truck noise and breakdowns
- Yarraville: Advantage, no lowering of train line is cheaper
- Yarraville: Less visual impact from elevated roads
- Yarraville: Less noise pollution in this option by not having elevated ramps over the bridge
- Yarraville: The depth of the tunnel by the Francis Street area will not impact movement of resident's houses
- Yarraville: Option Four preferred as minimal elevated roads will reduce truck noise and there is less residential impact Yarraville: Option Four less impact on the community from noise and pollution
- Yarraville: Advantage, minimal community impact on every level, elevation, space, housing
- Yarraville: Option Four advantages closer profiles to the West Gate Bridge so less impact to Stony Creek and Hyde Street Reserve

#### **Comment/query**

#### South Kingsville

- This is a hybrid of option number two and number three

#### Spotswood

- Will the whole of Simcock Avenue become a container dock
- Spotswood: Likely more industry will move in if direct access to freeway, glass factory was likely to go now not

### **Option 5: Hall Street – verbatim comments**

#### **Concern – proximity of road/structures**

#### Altona North

- Noise impacts on properties on Hope Street, impacts on property value

### Docklands

- Do not support any aspect of this option as more hazardous loads near residential areas, poor road layouts, noise and pollution, visual amenity impacts and access to local roads impacted
- Concerns with moving traffic to Hall Street affecting Spotswood local traffic and moving it to residential areas
- Terrible option as it brings trucks very close to residential areas, acoustics of trucks rising

### Online

- Options One and Two clearly have the least impact on the residential areas and services nearby, Options Three, Four and Five move unnecessarily close to the residential zone
- Options Three, Four and Five are a terrible options for Emma McLean Kindergarten and the local community of Spotswood, these will adversely affect both local families and all current and future families of the kindergarten
- Options Three, Four and Five have not taken into account the people who reside in the area at all, there is a day care and kindergarten, local shopping and recreation facilities that are going to be greatly impacted by this
- Options Three, Four and Five have too much impact on community amenities, including the only sporting oval and decent sized green space in Spotswood and far too close to the only kindergarten. Devastating for residents and community
- Options Three, Four and Five will have a major negative impact on the culture and amenity value of Spotswood due to their impedence on the recreation and education facilities in the immediate area.
- Options Three, Four and Five are terrible, how do these options take traffic off local roads? If anything this will significantly increase the amount of traffic and affects amenities and locals who use them.
- Options Three, Four and Five will have trucks running literally one block from where my family lives. This map does not show what it will look like along Simcock Avenue, elevated, noise and pollution big concerns.
- Options Three, Four and Five would significantly impact local sporting facilities as well as the local kindergarten and would significantly add air pollution to the local roads and residential areas.
- It is clear that a preponderance of criticisms oppose Options Three, Four and Five as these will affect too many people and facilities in Spotswood.
- Options Three, Four and Five are all ridiculous, weigh up the impacts as opposed to Options One and Two as clearly Options One or Two are far better. The destruction and devastation on the Spotswood community are unacceptable
- Options Three, Four and Five are way too close to Scienceworks and add a danger to all the young families who use Simcock Avenue and especially Booker Street for parking.
- Options Three, Four and Five bring this infrastructure far too close to Emma Mclean Kindergarten. An integral part of the kindergarten program is its outdoor program, which will be severely compromised
- Options Three, Four and Five significantly impact the Kindergarten which would directly affect seventy families. Surely the impact to seventy families is greater than the impact to a small quantity of households in Options One and Two
- Options Three, Four and Five will be devastating to the community of Spotswood. The loss of social and public spaces and quality of life is creating much anxiety. Please no
- Vehemently oppose Options Three, Four and Five, too big an impact on amenities, communities, residents and children
- As a resident of Spotswood I am deeply concerned about Options Three, Four and Five, living very close to the West Gate Bridge and Freeway we will have more traffic congestion and noise close to home.
- Options Three, Four and Five are completely unsatisfactory for Spotswood as these cause significant noise and environmental impacts on residential areas, kindergarten, and sports grounds.
- Online: Options Three, Four and Five would all have a significant impact on sporting facilities and amenities in Spotswood. I am very concerned about the future of Donald McLean Reserve plus the Childcare Centre.
- Option One and Two have far less impact than Options Three, Four and Five, the health of the community should be foremost and this is way too close to residential zones and our community, not acceptable
- All options that use Hyde Street will have dramatic consequences for residents exiting Spotswood, Newport and Williamstown heading north. Melbourne Road is already a nightmare.
- Options One and Two clearly have the least impact on the residential areas and services nearby, Options Three, Four and Five move unnecessarily close to the residential zone
- Options One and Two provide the least amount of human disruption and reduction in all types of pollution

that Options Three, Four and Five are rife with. These are my preferred options.

- Option One destroys Stony Creek, Option Two with flyover bridge makes it worse for both sides of Yarraville and Spotswood, Options Three, Four and Five are too close to residences and kids. Of those Option One is hurting the least.
- Options Three, Four and Five move unnecessarily close to the residential zone
- Options Three, Four and Five are a terrible options for Emma McLean Kindergarten and the local community of Spotswood, these will adversely affect both local families and all current and future families of the kindergarten
- Options One and Two clearly have the least impact on the residential areas and services nearby, Options Three, Four and Five move unnecessarily close to the residential zone
- This option, along with Options Four and Five will greatly destroy the few amenities afforded to locals. It will greatly impact a fabulous kindergarten, the wasteland on Simcock Avenue will remain so. Saddest option
- Options One and Two clearly have the least impact on the residential areas and services nearby. Options Three, Four and Five move unnecessarily close to the residential zone
- Option Five passes far too close to the nearby childcare centre and sporting complex of the Donald McLean Reserve, and creates unnecessary disruption to the residential zone and community of Spotswood.
- Only a non-local would say that Options Three, Four and Five have least impact on existing streets, I am a local and use these streets and amenities daily like many others from surrounding areas.
- Options Three, Four and Five are a terrible option for Emma McLean Kindergarten and the local community of Spotswood. It will adversely affect both local families and all current and future families of the kindergarten
- Our house and our kid's kindergarten are so close to Options Three, Four and Five. Unlike those who use Stony Creek, you can choose not to, but we do not have any other options then to breathe pollution day and night
- Options Three, Four and Five significantly impact the Kindergarten which would directly affect seventy families. Surely the impact to seventy families is greater than the impact to a small quantity of households in Options One and Two
- If Stony Creek is gone, at least you have the option not to go there. If road is too close to the residents as Options Three, Four and Five, we will suffer days and nights as we do not have any other choices.
- Options Three, Four and Five which cause huge impacts on residential, kindergarten and community areas.
- Agree with most that options three, four and five are too close to residents, kindergarten and sporting grounds
- Do not like Options Three, Four or Five, I am a resident of Spotswood with a young family who use the sporting ovals and the local kindergarten. I just do not like the impact this could have on our whole community
- This is not an option. We are the residents here, and strongly opposed it. I believe many others will do.
- I hope this option does not affect the kindergarten or sporting facilities there. Not sure the quiet streets of Spotswood can handle that amount of trucks and traffic
- This is a terrible option. No consideration has been given on the impacts of diesel fumes and noise of residents living on Hope Street as well as the kindergarten on the corner of The Avenue and Hope Street
- Very horrible option. Those agreed to this option are living in Yarraville and want to pass the problem to those live in Spotswood. This is not an option at all.
- Too close to Emma McLean Kindergarten and houses in Spotswood
- This is rubbish as it will effectively close down the best kindergarten in the area
- Terrible option. Brings diesel fumes only a few metres away from a Kindergarten and homes.
- I am concerned by impacts to residents on Hope Street. Noise barriers may stop noise, what about new truck traffic and pollution from more than a thousand trucks a day across the road and railway
- I can't even imagine how this option become one in the first place. Complete negligence and disrespect of the Spotswood community and insulting on all levels of environmental issues.
- I do not like this option and I live in Yarraville. I do not believe in passing an issue onto another community. This option comes too close to Spotswood residents.
- I live across the road from this atrocity, the toxic clean-up of the land first and then my children will breathe in fumes all day from trucks, not to mention the noise, pollution, soot, are you kidding
- I live on Hope Street and I am totally against this option, going through Stony Creek would be the best option as it does not affect any residents on either side, only a few dog walkers



- Not acceptable in any way as we will not lose Emma McLean Kindergarten, you may think seventy families will fight this but you forget all of our Spotswood children went there and we all will fight,
- Option Five passes far too close to the nearby childcare centre and sporting complex of the Donald McLean Reserve, and creates unnecessary disruption to the residential zone and community of Spotswood.

#### South Kingsville

- Increase to traffic in Spotswood and does not take into consideration future residential development of the area

#### Spotswood

- Least preferred option as this is introducing new traffic to a small suburb, there is a kindergarten and residential area that will be affected. Noise is also an issue, property value will decline in a growing area
- As a resident with kids and an employee of Museum Victoria this option would greatly affect the health and amenity for residents and visitors which arrive by the thousands to the museum
- Kindergarten and trucks not good
- Impact local amenities kindergarten major concern
- This will have impacts on the residents on Hope Street using the industrial land appears to be more efficient
- Funnelling trucks onto local roads is a bad idea, do not support this
- Concerns about trucks with dangerous goods near Emma McLean kindergarten
- Two three lane tunnels under most of Yarraville, do not like

#### Yarraville

- Option Five disadvantage impacts to residents on Hope Street Spotswood, unacceptable
- Local business, tolls, high fuel use on rise and fall, tankers will use Williamstown Road and Francis Street
- Elevated roads will impact residents, this is not an option

### **Concern – open space**

#### Docklands

- Affects golf course

#### Online

- Options Three, Four and Five significantly impact Don McLean Reserve which is a higher quality facility and used by more community members in regular sporting and recreational activities than Hyde Street Reserve and Stony Creek Reserve
- Options Three, Four and Five significantly impact Don McLean Reserve which is a higher quality facility and used by more community members in regular sporting and recreational activities than Hyde Street Reserve or Stony Creek Reserve
- Options Three, Four and Five will result in the closure of Emma McLean Kindergarten and the loss of Donald McLean Reserve. This open space cannot be relocated within the Spotswood zone. This is not on
- Options Three, Four and Five have not taken into account the people who reside in the area at all, there is a day care and kindergarten, local shopping and recreation facilities that are going to be greatly impacted by this
- Options Three, Four and Five have too much impact on community amenities, including the only sporting oval and decent sized green space in Spotswood and far too close to the only kindergarten. Devastating for residents and community
- Options Three, Four and Five will have a major negative impact on the culture and amenity value of Spotswood due to their impedance on the recreation and education facilities in the immediate area.
- Options Three, Four and Five would significantly impact local sporting facilities as well as the local kindergarten and would significantly add air pollution to the local roads and residential areas.
- Option Five passes far too close to the nearby childcare centre and sporting complex of the Donald McLean Reserve, and creates unnecessary disruption to the residential zone and community of Spotswood.
- These options would have severe negative effects on the sporting clubs south of the bridge and potentially render the Public Golf Course unusable.
- Options Three, Four and Five are completely unsatisfactory for Spotswood as these cause significant noise and environmental impacts on residential areas, kindergarten, and sports grounds.
- Options Three, Four and Five would all have a significant impact on sporting facilities and amenities in Spotswood. I am very concerned about the future of Donald McLean Reserve plus the Childcare Centre.

#### Spotswood

- Impact on Donald McLean is not an option

- There must be no impact on Donald McLean Reserve as this is for local residents' enjoyment including sporting facilities
- No Support, trucks directed onto small scale major leaders into local communities Hall Street etcetera, good luck finding alternative land for sporting clubs, local councils have been looking for years

### **Concern – elevated roads**

#### Yarraville

- Elevated roads will impact residents, this is not an option

### **Concern – noise**

#### Altona North

- Kindergarten nearby will be affected by noise and diesel fumes
- Noise impacts on properties on Hope Street, impacts on property value

#### Docklands

- Do not support any aspect of this option as more hazardous loads near residential areas, poor road layouts, noise and pollution, visual amenity impacts and access to local roads impacted
- Terrible option as it brings trucks very close to residential areas, acoustics of trucks rising

#### Online

- As a resident of Spotswood I am deeply concerned about Options Three, Four and Five, living very close to the West Gate Bridge and Freeway we will have more traffic congestion and noise close to home.
- I am concerned by impacts to residents on Hope Street. Noise barriers may stop noise, what about new truck traffic and pollution from more than a thousand trucks a day across the road and railway
- Options Three, Four and Five will have trucks running literally one block from where my family lives. This map does not show what it will look like along Simcock Avenue, elevated, noise and pollution big concerns.

#### South Kingsville

- Elevated roads will increase noise with north winds to Spotswood area

#### Spotswood

- Do not support option five impact on trucks, noise, dangerous
- Noise from trucks will be high due to sharp bends
- Concerns about the sound from the raised roads
- Concerns about the noise level of traffic entering and exiting the tunnels
- Big concerns regarding noise and traffic on The Avenue and Hall Street
- Where are the noise barriers
- Do not support, noise impact, pollution impact to local kindergarten and kids' playground for the surface street proposed
- Least preferred option as this is introducing new traffic to a small suburb, there is a kindergarten and residential area that will be affected. Noise is also an issue, property value will decline in a growing area

#### Yarraville

- Take more industrial land to not have a right-angle bend by Spotswood residents, accelerating and braking trucks are too noisy

### **Concern – air quality**

#### Altona North

- Kindergarten nearby will be affected by noise and diesel fumes

#### Docklands

- Do not support any aspect of this option as more hazardous loads near residential areas, poor road layouts, noise and pollution, visual amenity impacts and access to local roads impacted

#### Online

- I am concerned by impacts to residents on Hope Street. Noise barriers may stop noise, what about new truck traffic and pollution from more than a thousand trucks a day across the road and railway
- I live across the road from this atrocity, the toxic clean-up of the land first and then my children will breathe in fumes all day from trucks, not to mention the noise, pollution, soot, are you kidding
- Options One and Two provide the least amount of human disruption and reduction in all types of pollution that Options Three, Four and Five are rife with. These are my preferred options.
- Options Three, Four and Five will have trucks running literally one block from where my family lives. This

map does not show what it will look like along Simcock Avenue, elevated, noise and pollution big concerns.

#### Spotswood

- Pollution near kindergarten
- Pollution near kindergarten
- Do not support, noise impact, pollution impact to local kindergarten and kids' playground for the surface street proposed

#### **Concern – traffic flow and congestion**

##### Docklands

- Self-management by trucks with signs does not work
- Impacts parking and use of area by local traffic to railway station and Scienceworks

##### North Melbourne

- Option five corners too sharp for large heavy trucks

##### Online

- Options Three, Four and Five do not take into account the amount of traffic that currently uses Simcock Avenue to get to Spotswood and Newport via Hudsons Road.
- Options Three, Four and Five are terrible, how do these options take traffic off local roads? If anything this will significantly increase the amount of traffic and affects amenities and locals who use them.
- This option transfers the issues of Yarraville to Spotswood which seems unfair. By this I mean it brings the traffic into a new area rather than managing it with the shorter, less costly tunnel.
- The current access to Hyde Street at this point on Options Four and Five is already dangerous due to limited visibility and increased truck traffic would exacerbate this considerably.
- Brings truck problems from Francis Street Yarraville to Simcock Avenue Spotswood, which may seem an industrial wasteland but I live just near there. Does not remove trucks from local roads
- You cannot call this an option if it is just another problem, I imagine local residents will need to queue up on Williamstown Road to get their kids to other areas, just chaos and chaos on the street.
- As a resident of Spotswood I am deeply concerned about Options Three, Four and Five, living very close to the West Gate Bridge and Freeway we will have more traffic congestion and noise close to home.
- I hope this option does not affect the kindergarten or sporting facilities there. Not sure the quiet streets of Spotswood can handle that amount of trucks and traffic

##### South Kingsville

- Confusion for freeway drivers with lots of lane changes occurring closer together
- Do not want trucks moved from north of the freeway to south of the freeway, Options three, four and five
- Likely to overcrowd Hall Street and the Hudsons Road railway crossing

##### Spotswood

- All this is doing is moving the Francis Street problem to Hall Street
- Do not support Option five Hall Street, too many trucks on local roads
- What are VicRoads doing to ensure trucks stop using Francis Street
- Trucks on Simcock Avenue and Hall Street unsafe

##### Yarraville

- Tight turns at Link and Hyde Street, Hyde Street and Francis Street are safe, efficient or direct
- Once extra traffic is on Hyde Street northbound it will stay on Hyde Street to Footscray Road this is more traffic on residential streets
- What is going to stop trucks avoiding tunnel tolls by coming off on Hyde Street and on to Whitehall Street and Footscray Road

#### **Concern – other**

##### Online

- Options One and Two connections seem to make more sense than Options Three, Four and Five which cause huge impacts on sensitive land uses, suitable sound mitigation on flyovers required
- We Spotswood residents are appalled at Options Three, Four and Five, we never signed up for this, the other side of the bridge knowingly purchased in a trucking zone and we did not
- Options Three, Four and Five also require to dig up toxic land and the effects of that are still unknown, clearly they should not be considered at all.

- Options Three, Four and Five are far too dangerous with respect to heavy long trucks, with all the fallout, this will spoil the progress of Spotswood, unearth toxicity, why not develop some land into reserve
- Options Three, Four and Five mean that the industrial sites that are currently being cleared will not be available for non-industrial development, wasted opportunity.
- Options Three, Four and Five are way too close to sensitive land uses.
- No Option Three, Four and Five
- Disadvantage is that this option relies upon lowering railway line to enable road to cross and pass under West Gate Bridge.
- This option impacts less on current parks but a big problem with this option the huge negative impact on the site this goes around. In future what is this site going to be.
- Surely Option Five just puts a big problem in Hall Street and worsens access to Williamstown
- The options which run through Spotswood would appear to conflict with the need and desire by government to increase the density of residential housing near train stations by decreasing desirability

#### Yarraville

- Option Five disadvantage relies upon lowering of railway line to achieve gradients

### **Improvement idea**

#### Altona North

- Tighter bends are probably not so good for traffic, especially truck, flow and leads to narrow north-south road in Spotswood

#### Docklands

- Technically possible?
- Poor engineering road design, hard corners, heavy braking, etcetera
- Impact on cycleway and traffic along Simcock Avenue and local Spotswood bike access up Simcock Avenue

#### Footscray

- Don't touch the train line, no train track works
- Avoid anything that impact the trains
- Great, but does not show right turn from Simcock Avenue to Williamstown Road
- Not direct enough to Hyde Street

#### North Melbourne

- Blend option four ramps to access Simcock Avenue
- Consider also the undergrounding of high voltage power lines

#### Online

- Options Four and Five would be better if the proposed roads were aligned beside the West Gate Freeway down to Hyde Street. This minimises the effect on nearby recreational and residential areas.
- Do not use the option on Hall Street, put the factory SocoBell OEM down and have a direct ramp access to Hyde Street and the factory can move somewhere else. We have plenty empty industrial areas.

#### South Kingsville

- Close Hudsons Road to all truck traffic
- South end of Hudsons Road could become an alternative rat run

#### Spotswood

- Noise barriers on Hyde Street ramps a must for Spotswood residents

#### Yarraville

- Why does it not pick up trucks coming from or going to the east

### **Advantages**

#### Altona North

- A mix between Options four and five, save the reserves and utilise dead industrial land

#### Docklands

- Minimises elevated roadway and noise impacts
- Save space in Hyde Street and Stony Creek

#### Footscray

- Seems to have lesser impact on green space
- Like option three or five best as there is less impact on Stony Creek

#### North Melbourne

- Prefer option five with least impact on open space
- Good use of existing roads
- Any option reducing the need for elevated roads or flyovers should be considered, less visually intrusive and more economic

#### Online

- The option of ramps hugging either side of the West Gate Freeway are the best option as long as noise and visual impacts are minimised
- Avoiding elevated flyovers over the West Gate Freeway is desirable because of their negative impact on visual amenity and noise.
- This is by far the best option, great design that utilises the industrial land and has minimal impact to all concerned, the residents will support this option
- I think this option is very good. These ramps are not close to homes.
- This must be the preferred option as it has the least impact on all aspects concerned and utilises the industrial land and existing roads and little or no impact to people
- This option is very good. It is also not close to homes. Golf has access to other side
- This option should be pursued given the already industrial nature of Simcock Avenue and Hall Street if the state can compulsorily purchase homes then why not light and derelict industrial land for this option.
- This option visually looks to have the least impact on public amenity and homes and a good use of existing industrial land. Is there an expected impact to air quality for Spotswood

#### South Kingsville

- Prefer this plan, no impact on green space and close to existing freeway
- Option five is by far the best solution because it has no elevated sections
- Great Option five for people leaving Scienceworks and Williamstown and not needing to go into city
- Frees up Williamstown Road for people wanting to go out of the city
- Good plan, away from residents and keeps Stony Creek Reserve intact
- Preferred option as minimises residential impact and impact on Hyde Street Reserve and Stony Creek

#### Spotswood

- Option five may be more expensive but it is still viable, especially for a tolled road, the aim should be best design with the minimal negative impacts not dollars
- Expensive but still viable
- Preferred choice
- This is my preferred option, I like the visual impact and keeping the placard loads along one road minimises impact to Stony Creek too
- Does not affect too many houses
- Does not affect local houses directly

#### Yarraville

- Hyde Street access, Option Five is the best outcome for all concerned, minimal impact on residents and uses industrial land
- Minimal flyovers are desirable, prefer to leave parkland and Stony Creek with minimal impact
- This is a good option saving Stony Creek and using industrial land
- Long tunnel best option, prefer Option Five Hall Street because no flyover, impact to Stony Creek and surrounding area is minimised
- Long tunnel best solution, creates the Western Distributor, nil to low impact on green space and residents
- Long tunnel best solution, no impact on Westgate Golf Club and no impact on Stony Creek natural green space
- Best use of private industrial land and avoids reserves and parks, just needs the Option Four alignment at Hall Street and Simcock Avenue
- Long tunnel best option according to local residents, community groups, Concerned Local of Yarraville, Maribyrnong Truck Action Group, Friends of Stony Creek, Westgate Golf
- Best option because it minimises impact on public space and on local residents
- Long tunnel Option Five preferred, minimal impact on open space and less visual impact
- Best use of industrial land
- Long tunnel best option according to Transurban Chief Executive Officer Scott Charlton and local council

- This is the least impact for an unnecessary road so my preferred option
- Best option minimal impact on all concerned
- Long tunnel best option put down the factory and build ramp nearby bridge
- More expensive can surely not be an issue with the amount of money long-term to be made by organisations
- Option Five Long tunnel best option, do not like having to lower rail as more expensive but do like northern access together

### **Comment/query**

#### Online

- Can non freeway users still access Hyde Street via Hudsons Road and Simcock Avenue?
- This is a good option for Stony Creek and Reserve but still impacts on southern residents unless it can totally minimise visual and noise impact
- What level of traffic would be seen on the roads in this option? What is impact on local kindergarten? How would this option impact traffic at the Spotswood train level crossing
- I cannot find any plans for the Francis Street and Hyde Street intersection, the current intersection would not allow for the turning trucks. What is the effect on local traffic for Spotswood and Newport

### **Tunnel, northern portal and bridge – verbatim comments**

#### **Concern – proximity**

##### Docklands

- Our business is strategically placed near Melbourne and to provide convenient access to our client base, the design of the northern exit of tunnel could adversely affect our business

##### Online

- To me the proposal just went from bad to worse. Seems to me that heavy industry inner city is being encouraged rather than discouraged. I appear to have a choice of the freeway being brought fifty percent closer to my home and in plain sight via a network of new fly overs, or tunnels running directly under my house. There goes the value of my property, and my peace. I loved my house and where I live up to now. I should mention that neither option will do anything for the excessive truck traffic along Francis Street as trucks will avoid tolls by continuing to use Francis Street. Trucks must be banned from Francis Street. So my questions are why is the path of the long tunnel different to that of the short version? The short tunnel is under industrial land, whereas the long version is directly under residential land. What happened to 'cuius est solum, eius est usque ad coelum et ad inferos', which is still valid in today's law. Is this a mandatory acquisition? Do we get compensated for it as well as the years of disruption this will cause? Who pays for the damage to my property caused by the slight vibration from the digging, which I suspect will end up being a lot more than slight? It will be like living over a permanent low level earthquake. I am fairly certain explosives will also be used as well as heavy impact equipment. How is this going to affect my home insurance? And who will pay for damage or loss if part of the tunnel collapses? If the tunnel is going right under my home where are the exhaust vents going? In my backyard or someone else's? If this project is to redirect traffic from residential streets which is the spin being sold to us, wouldn't the Hyde street entry and exits alone solve that? Do you really think people are going to use a tolled tunnel in preference to the existing untolled options? We will be surrounded by heavy traffic. Can someone direct me to the environmental protection initiatives for this project? After years of work protecting and enhancing the Stony Creek area, I would not be impressed if you came in with your machinery and destroyed it. What sort of assurance do we have that heavy traffic underground will not cause constant vibration forever. Even a very low level vibration will be unbearable long term. How can you possibly barrier sound on such high flyovers? I haven't been able to make it to any of the walk in discussion days, and I was not at home each time someone door knocked. But I will attend the session at the pumping station next Thursday. I have to admit, I find this whole thing deeply distressing (one vote - agrees)
- After attending a community consultation evening I am even more concerned about the proposals presented. I know the full tunnel idea is the most popular option but people should be careful what they wish for. After a chat with the attending Geologist, he could not rule out the possibility of damage to surface structures above the tunnels both short term and long term. Quite frankly, the prospect of having two three lane tunnels running twenty metres under my home is horrifying. My vote is for Option One the short tunnel, the purple route. Not only will there be no huge gaping chasms directly under my home, there are a number

of other associated benefits. The high tension pylons will be removed and power lines run under ground, the old AusNet toxic site will be acquired, cleaned up and converted to public space on completion of the Distributor project. I was advised that the power substation intends to acquire this land and extend the substation if not acquired by distributor, less impact to Stony Creek, with only one crossing as opposed to more extensive coverage with all other options, post project we will end up with more usable public space than we have now and it will be maintained and landscaped, we will have sound barriers along the freeway of which we currently have none, the recreational facilities south of the bridge will be unaffected, there will be better integration of the Hyde Street connection with the freeway, more of the tunnel will run under unoccupied or industrial land which is more appropriate than under an entire residential suburb. If this project is to proceed there must be a way to prevent traffic winding its way through our residential lined streets to avoid tolls. Trucks especially must be permanently banned from them altogether else we all end up being totally surrounded by heavy traffic. If they were likely to voluntarily take preference to a tolled route, they would be doing it now and we would not have a problem.

- As local business owner in the Cotton Mills I am not happy about air and noise pollution and would probably relocate if I was forced to work in such close proximity to a major motorway. Tunnel under the river please (two votes - agrees)
- Furthermore the proposed river crossing is in close proximity to Coode Island potentially putting hundreds of motorists' lives at risk if there was to ever be another explosion at the facility like the one that took place in 1991. What considerations in the proposed design have been given to the dangers posed by the facility at Coode Island? Please update the design to extend the tunnel under the river and put the lives and livelihoods of Victorians first (one vote - agrees)

#### South Kingsville

- Impact of tunnel entrance and exit on Seddon and Yarraville community
- Location of the northern exit shows no regard for local residents or the park
- Proximity to Cotton Mills

#### Spotswood

- Too close to buildings at Cottons Mills

### **Concern – open space**

#### Docklands

- Ruins river outlook from Moreland Street
- Ruins the amenity of the river
- Ruins future amenities of river edge
- Destroys the amenity of the river now and for the future
- Does not consider effect for the future potential of the river and public space

#### Footscray

- Extensive waterway overshadowing for minimal transport gain

#### Online

- I am a property owner in the Docklands Cotton Mills and wish to register my total disapproval of the bridge being built within meters of our historical property. Such a construction brings constant noise, pollution and visual destruction to our area. There has been no consideration of this to local business owners. Further the loss of the view and openness of the docklands and river to an ugly bridge bypass, is a devastating loss to the inner west. Another alternative must be found, which does not destroy the river area turning it into an ugly, environmentally polluted bypass (one vote - agrees)
- Online: The proposed elevated bridge and highway along and across the Maribyrnong River is going to be an eyesore of an elevated concrete jungle and it is going to direct air and noise pollution into this idyllic location which has the potential to be developed into a river edge precinct that could have housed restaurants, cafes, bars, parklands, residential dwellings and retail shops. The potential of what this land could be and the ugly freeway you are proposing to make it into will ruin the banks of the Maribyrnong River forever and Footscray will never reach its full potential because of this. It is going to shadow and dwarf the historic Cotton Mills precinct, the lovely old Lonely Planet building and all of the neighbouring warehouses which currently enjoy a view of the city skyline. These have the potential in future to be made into bars and restaurants with city views. These views are going to be lost with this bridge and its connecting ramps. Something like this would never happen to the Yarra River and to the wealthy residents in the southeast. This part of the Maribyrnong River is unrecognised for the sanctuary that it is and what it has the potential to be. It will be taken from the local community and given to dockland trucks. The locals will lose parkland

and the riverbank and will have increased local traffic congestion and have to breathe the dirty, polluted air and listen to the constant drone of traffic. This bridge will be a complete waste of time and money in the future as commercial industry gets pushed further out, away from the inner city. The commercial industries are and should be moving further out from inner city Melbourne making way for the riverbank and surrounding land with its close proximity to the Central Business District to become more valuable residential land. This bridge and these roads are encouraging industries to stay put in the West and to continue to pollute and devalue the West. The current Maribyrnong River wharf in Footscray should be made to realise its true potential and be opened to the public and businesses serving the public. An option is for the Port of Melbourne to be relocated to a more practical area away from the City of Melbourne, such as Hastings on the Mornington Peninsula where the naturally deep waters allow for a port that does not require the dredging of our bay and which would take the trucks off the roads into and out of the city of Melbourne. An alternative to this bridge is to build a tunnel under the river such as was done with the Burnley tunnel. Another option is to build something along the lines of the East-West link which lands were already purchased for this purpose and which is further in the north away from the budding Footscray and historic Yarraville. Another option could be to make the West Gate Freeway double storey and widen the connecting West Gate Freeway rather than building whole new freeways. Or why not buy the oil refinery in Yarraville and build the bridge there where it is improving the area and giving land back to the community instead of destroying an area and taking something of value away from the local community? There are many options and this eyesore of a bridge with its close proximity to residential areas and parklands is not one of them. If built it will only be ripped down again in the future as happened in Brisbane and Atlanta (two votes - agree)

- To me the proposal just went from bad to worse. Seems to me that heavy industry inner city is being encouraged rather than discouraged. I appear to have a choice of the freeway being brought fifty percent closer to my home and in plain sight via a network of new fly overs, or tunnels running directly under my house. There goes the value of my property, and my peace. I loved my house and where I live up to now. I should mention that neither option will do anything for the excessive truck traffic along Francis Street as trucks will avoid tolls by continuing to use Francis Street. Trucks must be banned from Francis Street. So my questions are why is the path of the long tunnel different to that of the short version? The short tunnel is under industrial land, whereas the long version is directly under residential land. What happened to 'cuius est solum, eius est usque ad coelum et ad inferos', which is still valid in today's law. Is this a mandatory acquisition? Do we get compensated for it as well as the years of disruption this will cause? Who pays for the damage to my property caused by the slight vibration from the digging, which I suspect will end up being a lot more than slight? It will be like living over a permanent low level earthquake. I am fairly certain explosives will also be used as well as heavy impact equipment. How is this going to affect my home insurance? And who will pay for damage or loss if part of the tunnel collapses? If the tunnel is going right under my home where are the exhaust vents going? In my backyard or someone else's? If this project is to redirect traffic from residential streets which is the spin being sold to us, wouldn't the Hyde street entry and exits alone solve that? Do you really think people are going to use a tolled tunnel in preference to the existing untolled options? We will be surrounded by heavy traffic. Can someone direct me to the environmental protection initiatives for this project? After years of work protecting and enhancing the Stony Creek area, I would not be impressed if you came in with your machinery and destroyed it. What sort of assurance do we have that heavy traffic underground will not cause constant vibration forever. Even a very low level vibration will be unbearable long term. How can you possibly barrier sound on such high flyovers? I haven't been able to make it to any of the walk in discussion days, and I was not at home each time someone door knocked. But I will attend the session at the pumping station next Thursday. I have to admit, I find this whole thing deeply distressing (one vote - agrees)

#### South Kingsville

- Impact of northern tunnel exit on Hamner Reserve sports ground uses
- Visual and noise impact along river and near the iconic, beautiful Lonely Planet building
- Keep tunnel portal away from Yarraville Gardens
- Impact on Yarraville Gardens
- Impact on Yarraville Gardens
- Location of the northern exit shows no regard for local residents or the park

#### Spotswood

- Portal location is too close to Yarraville Gardens, who wants to sit in a park and listen to traffic
- Concern about noise, visual impact and air quality on Yarraville Gardens and Hamner Reserve, why have



the exit and slot road so close

- Yarraville Gardens and Hanmer Reserve are passive open spaces and should be protected from a noise perspective to the same or greater standards as residences
- Huge impact on River and surrounds, potentially vibrant space which will be spoiled by this bridge design
- Yarraville Gardens will be ruined by truck noise with tunnel exit and slot road so close, it needs to be shifted further north to protect this beautiful community hub
- Concern about noise impacts on Yarraville Gardens and Hanmer Reserve, passive open spaces

#### Yarraville

- Loss of amenity to Maribyrnong River is of concern
- Particularly concerned with the impact on Yarraville Gardens

### **Concern – air quality**

#### Docklands

- Noise and pollution concerns from nearby warehouses

#### Online

- The proposed elevated bridge and highway along and across the Maribyrnong River is going to be an eyesore of an elevated concrete jungle and it is going to direct air and noise pollution into this idyllic location which has the potential to be developed into a river edge precinct that could have housed restaurants, cafes, bars, parklands, residential dwellings and retail shops. The potential of what this land could be and the ugly freeway you are proposing to make it into will ruin the banks of the Maribyrnong River forever and Footscray will never reach its full potential because of this. It is going to shadow and dwarf the historic Cotton Mills precinct, the lovely old Lonely Planet building and all of the neighbouring warehouses which currently enjoy a view of the city skyline. These have the potential in future to be made into bars and restaurants with city views. These views are going to be lost with this bridge and its connecting ramps. Something like this would never happen to the Yarra River and to the wealthy residents in the southeast. This part of the Maribyrnong River is unrecognised for the sanctuary that it is and what it has the potential to be. It will be taken from the local community and given to dockland trucks. The locals will lose parkland and the riverbank and will have increased local traffic congestion and have to breathe the dirty, polluted air and listen to the constant drone of traffic. This bridge will be a complete waste of time and money in the future as commercial industry gets pushed further out, away from the inner city. The commercial industries are and should be moving further out from inner city Melbourne making way for the riverbank and surrounding land with its close proximity to the Central Business District to become more valuable residential land. This bridge and these roads are encouraging industries to stay put in the West and to continue to pollute and devalue the West. The current Maribyrnong River wharf in Footscray should be made to realise its true potential and be opened to the public and businesses serving the public. An option is for the Port of Melbourne to be relocated to a more practical area away from the City of Melbourne, such as Hastings on the Mornington Peninsula where the naturally deep waters allow for a port that does not require the dredging of our bay and which would take the trucks off the roads into and out of the city of Melbourne. An alternative to this bridge is to build a tunnel under the river such as was done with the Burnley tunnel. Another option is to build something along the lines of the East-West link which lands were already purchased for this purpose and which is further in the north away from the budding Footscray and historic Yarraville. Another option could be to make the West Gate Freeway double storey and widen the connecting West Gate Freeway rather than building whole new freeways. Or why not buy the oil refinery in Yarraville and build the bridge there where it is improving the area and giving land back to the community instead of destroying an area and taking something of value away from the local community? There are many options and this eyesore of a bridge with its close proximity to residential areas and parklands is not one of them. If built it will only be ripped down again in the future as happened in Brisbane and Atlanta (two votes - agree)
- Problem number one is placard trucks such as those carrying chemicals, fuel and dangerous goods will not be able to access a tunnel. These make up approximately thirty-five percent of total loads carried on our streets. Problem number two, truck companies will put placards on their loads to avoid tolls. Concern about location of exhaust stack. Let's hope that the concern for our health and welfare is equal to the concern for the residents affected by the East-West link. Here's to becoming a marginal seat at the next election (two votes - agrees). In response: And heavy vehicles are now further weight restricted from using West Gate Bridge. Placard loads and heavy B-Doubles will continue to utilise the route they currently use (one vote - agrees)

- As a property owner in the area and employer of twenty staff at the Docklands Cotton Mills I oppose the building of a bridge so close to the historic Cotton Mills. The Docklands Cotton Mills precinct and Lonely Planet building house many small businesses. The noise, pollution and loss of views by the construction of a bridge will severely impact the amenity of this area and impact those of us working here and those of us who enjoy walking and riding along the river. This is an area that deserves to be protected. Please build a tunnel (one vote - agrees)
- I am a property owner in the Docklands Cotton Mills and wish to register my total disapproval of the bridge being built within meters of our historical property. Such a construction brings constant noise, pollution and visual destruction to our area. There has been no consideration of this to local business owners. Further the loss of the view and openness of the docklands and river to an ugly bridge bypass, is a devastating loss to the inner west. Another alternative must be found, which does not destroy the river area turning it into an ugly, environmentally polluted bypass (one vote - agrees)
- As local business owner in the Cotton Mills I am not happy about air and noise pollution and would probably relocate if I was forced to work in such close proximity to a major motorway. Tunnel under the river please (two votes - agrees)

#### South Kingsville

- Visual, pollution and noise impacts on the Seddon community
- Air quality impacts from tunnel entry and exit and noise, amenity for Yarraville Gardens Visual amenity
- How does the airspace of properties in Docklands Cotton Mills

#### Spotswood

- Concern that ventilation stack and air quality impact on streets uphill from Yarraville Gardens such as Berry Street, Princess Street and Nicholson Street
- Spotswood: Business in Cotton Mills and Parker Street and Maribyrnong Street disrupted by noise and air pollution, loss of aesthetic appeal
- Spotswood: Concern about noise, visual impact and air quality on Yarraville Gardens and Hanmer Reserve, why have the exit and slot road so close

#### Yarraville

- Increase in pollution due to tunnel stacks proximity to Docklands Cotton Mills and general populace
- Portal Number One is too close to Yarraville Gardens the truck noise and pollution will be unbearable
- Completely ruins view of the city, proximity to 91 Moreland St and noise, pollution, visual, land value collapse, limits land use along the river
- How will exhaust from tunnel be filtered, just vented straight out of portal into air shed

### **Concern – noise**

#### Altona North

- I operate a design business 200 to 300 metres from the tunnel portal and am concerned with noise projection and emissions in the local area, to the northwest and west of the portal and where trench will be covered

#### Docklands

- Noise and pollution concerns from nearby warehouses
- The bridge over the Maribyrnong will not be treated for noise because the Cotton Mills is commercial and the noise will severely impact us

#### Online

- The proposed elevated bridge and highway along and across the Maribyrnong River is going to be an eyesore of an elevated concrete jungle and it is going to direct air and noise pollution into this idyllic location which has the potential to be developed into a river edge precinct that could have housed restaurants, cafes, bars, parklands, residential dwellings and retail shops. The potential of what this land could be and the ugly freeway you are proposing to make it into will ruin the banks of the Maribyrnong River forever and Footscray will never reach its full potential because of this. It is going to shadow and dwarf the historic Cotton Mills precinct, the lovely old Lonely Planet building and all of the neighbouring warehouses which currently enjoy a view of the city skyline. These have the potential in future to be made into bars and restaurants with city views. These views are going to be lost with this bridge and its connecting ramps. Something like this would never happen to the Yarra River and to the wealthy residents in the southeast. This part of the Maribyrnong River is unrecognised for the sanctuary that it is and what it has the potential to be. It will be taken from the local community and given to dockland trucks. The locals will lose parkland

and the riverbank and will have increased local traffic congestion and have to breathe the dirty, polluted air and listen to the constant drone of traffic. This bridge will be a complete waste of time and money in the future as commercial industry gets pushed further out, away from the inner city. The commercial industries are and should be moving further out from inner city Melbourne making way for the riverbank and surrounding land with its close proximity to the Central Business District to become more valuable residential land. This bridge and these roads are encouraging industries to stay put in the West and to continue to pollute and devalue the West. The current Maribyrnong River wharf in Footscray should be made to realise its true potential and be opened to the public and businesses serving the public. An option is for the Port of Melbourne to be relocated to a more practical area away from the City of Melbourne, such as Hastings on the Mornington Peninsula where the naturally deep waters allow for a port that does not require the dredging of our bay and which would take the trucks off the roads into and out of the city of Melbourne. An alternative to this bridge is to build a tunnel under the river such as was done with the Burnley tunnel. Another option is to build something along the lines of the East-West link which lands were already purchased for this purpose and which is further in the north away from the budding Footscray and historic Yarraville. Another option could be to make the West Gate Freeway double storey and widen the connecting West Gate Freeway rather than building whole new freeways. Or why not buy the oil refinery in Yarraville and build the bridge there where it is improving the area and giving land back to the community instead of destroying an area and taking something of value away from the local community? There are many options and this eyesore of a bridge with its close proximity to residential areas and parklands is not one of them. If built it will only be ripped down again in the future as happened in Brisbane and Atlanta (two votes - agree)

- As local business owner in the Cotton Mills I am not happy about air and noise pollution and would probably relocate if I was forced to work in such close proximity to a major motorway. Tunnel under the river please (two votes - agrees)
- As a property owner in the area and employer of twenty staff at the Docklands Cotton Mills I oppose the building of a bridge so close to the historic Cotton Mills. The Docklands Cotton Mills precinct and Lonely Planet building house many small businesses. The noise, pollution and loss of views by the construction of a bridge will severely impact the amenity of this area and impact those of us working here and those of us who enjoy walking and riding along the river. This is an area that deserves to be protected. Please build a tunnel (one vote - agrees)
- I am a property owner in the Docklands Cotton Mills and wish to register my total disapproval of the bridge being built within meters of our historical property. Such a construction brings constant noise, pollution and visual destruction to our area. There has been no consideration of this to local business owners. Further the loss of the view and openness of the docklands and river to an ugly bridge bypass, is a devastating loss to the inner west. Another alternative must be found, which does not destroy the river area turning it into an ugly, environmentally polluted bypass (one vote - agrees)
- To me the proposal just went from bad to worse. Seems to me that heavy industry inner city is being encouraged rather than discouraged. I appear to have a choice of the freeway being brought fifty percent closer to my home and in plain sight via a network of new fly overs, or tunnels running directly under my house. There goes the value of my property, and my peace. I loved my house and where I live up to now. I should mention that neither option will do anything for the excessive truck traffic along Francis Street as trucks will avoid tolls by continuing to use Francis Street. Trucks must be banned from Francis Street. So my questions are why is the path of the long tunnel different to that of the short version? The short tunnel is under industrial land, whereas the long version is directly under residential land. What happened to 'cuius est solum, eius est usque ad coelum et ad inferos', which is still valid in today's law. Is this a mandatory acquisition? Do we get compensated for it as well as the years of disruption this will cause? Who pays for the damage to my property caused by the slight vibration from the digging, which I suspect will end up being a lot more than slight? It will be like living over a permanent low level earthquake. I am fairly certain explosives will also be used as well as heavy impact equipment. How is this going to affect my home insurance? And who will pay for damage or loss if part of the tunnel collapses? If the tunnel is going right under my home where are the exhaust vents going? In my backyard or someone else's? If this project is to redirect traffic from residential streets which is the spin being sold to us, wouldn't the Hyde street entry and exits alone solve that? Do you really think people are going to use a tolled tunnel in preference to the existing untolled options? We will be surrounded by heavy traffic. Can someone direct me to the environmental protection initiatives for this project? After years of work protecting and enhancing the Stony Creek area, I would not be impressed if you came in with your machinery and destroyed it. What sort of

assurance do we have that heavy traffic underground will not cause constant vibration forever. Even a very low level vibration will be unbearable long term. How can you possibly barrier sound on such high flyovers? I haven't been able to make it to any of the walk in discussion days, and I was not at home each time someone door knocked. But I will attend the session at the pumping station next Thursday. I have to admit, I find this whole thing deeply distressing (one vote - agrees)

- This road and bridge is going to have an enormous impact on a growing commercial precinct in Footscray of The Lonely Planet Building and Docklands Cotton Mills. Hundreds of small businesses are starting up and operating in this precinct and many hundreds of people work here. The area's amenity will be significantly compromised by the noise, the overshadowing and in particular the fumes and pollution this road will create. Owners of studios in this precinct are often onsite ten to sixteen hours per day and this will have a huge impact on their lives, their businesses and potentially their health. They will not be able to open windows and enjoy fresh air. Please build a tunnel under the Maribyrnong river instead (two votes - agree)
- The raised roadways and bridges will have significant acoustic implications. The artist impression where the road emerges from the tunnel and crosses the river does not appear to include any acoustic provisions. Acoustic criteria needs to be a critical part of the design brief. Is this part of the design brief and when will it be made available for peer review? (five votes - agrees)

#### South Kingsville

- Visual and noise impact along river and near the iconic, beautiful Lonely Planet building
- Visual, pollution and noise impacts on the Seddon community
- Air quality impacts from tunnel entry and exit and noise, amenity for Yarraville Gardens Visual amenity
- Visual and noise impact along river and near the iconic, beautiful Lonely Planet building

#### Spotswood

- Noise issues for hundreds of people working in Docklands Cotton Mills and Lonely Planet
- Business in Cotton Mills and Parker Street and Maribyrnong Street disrupted by noise and air pollution loss of aesthetic appeal
- Concern about noise impacts on Yarraville Gardens and Hanmer Reserve, passive open spaces
- Concern about noise, visual impact and air quality on Yarraville Gardens and Hanmer Reserve, why have the exit and slot road so close
- Yarraville Gardens will be ruined by truck noise with tunnel exit and slot road so close, it needs to be shifted further north to protect this beautiful community hub
- Yarraville Gardens and Hanmer Reserve should be subject to the same or greater noise restrictions as residencies, protect our passive open spaces

#### Yarraville

- Trucks going up on-ramp from McKenzie Road will be accelerating very noisy then going downhill and also noisy
- Noise reverberates in square in Docklands Cotton Mills and this project will exacerbate
- Portal Number One is too close to Yarraville Gardens the truck noise and pollution will be unbearable
- Completely ruins view of the city, proximity to 91 Moreland St and noise, pollution, visual, land value collapse, limits land use along the river
- Concerned about noise levels in and out of the tunnel and pollution
- Views and recreation of Maribyrnong River due to noise and congestion
- Concern about trucks on and off ramp at McKenzie Road will be decelerating, engine breaking, very noisy and disruptive to workers on Maribyrnong Street

#### **Concern – amenity**

##### North Melbourne

- Roads in the air is not a good look

##### Online

- The proposed elevated bridge and highway along and across the Maribyrnong River is going to be an eyesore of an elevated concrete jungle and it is going to direct air and noise pollution into this idyllic location which has the potential to be developed into a river edge precinct that could have housed restaurants, cafes, bars, parklands, residential dwellings and retail shops. The potential of what this land could be and the ugly freeway you are proposing to make it into will ruin the banks of the Maribyrnong River forever and Footscray will never reach its full potential because of this. It is going to shadow and dwarf the

historic Cotton Mills precinct, the lovely old Lonely Planet building and all of the neighbouring warehouses which currently enjoy a view of the city skyline. These have the potential in future to be made into bars and restaurants with city views. These views are going to be lost with this bridge and its connecting ramps. Something like this would never happen to the Yarra River and to the wealthy residents in the southeast. This part of the Maribyrnong River is unrecognised for the sanctuary that it is and what it has the potential to be. It will be taken from the local community and given to dockland trucks. The locals will lose parkland and the riverbank and will have increased local traffic congestion and have to breathe the dirty, polluted air and listen to the constant drone of traffic. This bridge will be a complete waste of time and money in the future as commercial industry gets pushed further out, away from the inner city. The commercial industries are and should be moving further out from inner city Melbourne making way for the riverbank and surrounding land with its close proximity to the Central Business District to become more valuable residential land. This bridge and these roads are encouraging industries to stay put in the West and to continue to pollute and devalue the West. The current Maribyrnong River wharf in Footscray should be made to realise its true potential and be opened to the public and businesses serving the public. An option is for the Port of Melbourne to be relocated to a more practical area away from the City of Melbourne, such as Hastings on the Mornington Peninsula where the naturally deep waters allow for a port that does not require the dredging of our bay and which would take the trucks off the roads into and out of the city of Melbourne. An alternative to this bridge is to build a tunnel under the river such as was done with the Burnley tunnel. Another option is to build something along the lines of the East-West link which lands were already purchased for this purpose and which is further in the north away from the budding Footscray and historic Yarraville. Another option could be to make the West Gate Freeway double storey and widen the connecting West Gate Freeway rather than building whole new freeways. Or why not buy the oil refinery in Yarraville and build the bridge there where it is improving the area and giving land back to the community instead of destroying an area and taking something of value away from the local community? There are many options and this eyesore of a bridge with its close proximity to residential areas and parklands is not one of them. If built it will only be ripped down again in the future as happened in Brisbane and Atlanta (two votes - agree)

- As a local business owner situated in the Cotton Mills I would strongly argue that the tunnel should go under the river. As many other people have made clear the current proposal would have a major impact on the lives of people working in this area. It would also ruin the potential for attractive riverside development (two votes - agrees)
- I am a property owner in the Docklands Cotton Mills and wish to register my total disapproval of the bridge being built within meters of our historical property. Such a construction brings constant noise, pollution and visual destruction to our area. There has been no consideration of this to local business owners. Further the loss of the view and openness of the docklands and river to an ugly bridge bypass, is a devastating loss to the inner west. Another alternative must be found, which does not destroy the river area turning it into an ugly, environmentally polluted bypass (one vote - agrees)
- Problem number one is placard trucks such as those carrying chemicals, fuel and dangerous goods will not be able to access a tunnel. These make up approximately thirty-five percent of total loads carried on our streets. Problem number two, truck companies will put placards on their loads to avoid tolls. Concern about location of exhaust stack. Let's hope that the concern for our health and welfare is equal to the concern for the residents affected by the East-West link. Here's to becoming a marginal seat at the next election (two votes - agrees). In response: And heavy vehicles are now further weight restricted from using West Gate Bridge. Placard loads and heavy B-Doubles will continue to utilise the route they currently use (one vote - agrees)
- As a property owner in the area and employer of twenty staff at the Docklands Cotton Mills I oppose the building of a bridge so close to the historic Cotton Mills. The Docklands Cotton Mills precinct and Lonely Planet building house many small businesses. The noise, pollution and loss of views by the construction of a bridge will severely impact the amenity of this area and impact those of us working here and those of us who enjoy walking and riding along the river. This is an area that deserves to be protected. Please build a tunnel (one vote - agrees)
- This road and bridge is going to have an enormous impact on a growing commercial precinct in Footscray of The Lonely Planet Building and Docklands Cotton Mills. Hundreds of small businesses are starting up and operating in this precinct and many hundreds of people work here. The area's amenity will be significantly compromised by the noise, the overshadowing and in particular the fumes and pollution this road will create. Owners of studios in this precinct are often onsite ten to sixteen hours per day and this will

have a huge impact on their lives, their businesses and potentially their health. They will not be able to open windows and enjoy fresh air. Please build a tunnel under the Maribyrnong river instead (two votes - agree)

#### South Kingsville

- Impact of Northern tunnel exit on three suburbs where Seddon, Yarraville and Footscray connect in residential pocket above Yarraville Gardens
- Air quality impacts from tunnel entry and exit and noise, amenity for Yarraville Gardens Visual amenity
- Impact on Footscray Road traffic during construction
- Impact of ventilation stack on residential pocket which is up hill from Yarraville Gardens so stack will be in line with houses on Berry Street and Princess Street
- Visual and noise impact along river and near the iconic, beautiful Lonely Planet building
- Visual, pollution and noise impacts on the Seddon community

#### Spotswood

- Business in Cotton Mills and Parker Street and Maribyrnong Street disrupted by noise and air pollution, loss of aesthetic appeal
- Concern that ventilation stack and air quality impact on streets uphill from Yarraville Gardens such as Berry Street, Princess Street and Nicholson Street
- Major historic building Docklands Cotton Mills completely overshadowed and the view of it obliterated as it is approached from the city and river
- Huge impact on River and surrounds, potentially vibrant space which will be spoiled by this bridge design
- Concern about noise, visual impact and air quality on Yarraville Gardens and Hammer Reserve, why have the exit and slot road so close
- Health impact of diesel pollution to hundreds of people working in Docklands Cotton Mill and Lonely Planet buildings

#### Yarraville

- What is being done to manage contaminants produced during construction and excavation phase, particularly airborne
- Bridge will have a lot of visual impact for residents Spotswood: Overshadowing and imposing on Docklands Cotton Mills site
- Very concerned about the impact on our air rights for property at Cotton Mills
- Loss of amenity to Maribyrnong River is of concern
- Visual impact to river and entrance to Yarraville and Footscray
- Enforcement of curfews and engine brakes, how?

### **Concern – vibration**

#### Online

- To me the proposal just went from bad to worse. Seems to me that heavy industry inner city is being encouraged rather than discouraged. I appear to have a choice of the freeway being brought fifty percent closer to my home and in plain sight via a network of new fly overs, or tunnels running directly under my house. There goes the value of my property, and my peace. I loved my house and where I live up to now. I should mention that neither option will do anything for the excessive truck traffic along Francis Street as trucks will avoid tolls by continuing to use Francis Street. Trucks must be banned from Francis Street. So my questions are why is the path of the long tunnel different to that of the short version? The short tunnel is under industrial land, whereas the long version is directly under residential land. What happened to 'cuius est solum, eius est usque ad coelum et ad inferos', which is still valid in today's law. Is this a mandatory acquisition? Do we get compensated for it as well as the years of disruption this will cause? Who pays for the damage to my property caused by the slight vibration from the digging, which I suspect will end up being a lot more than slight? It will be like living over a permanent low level earthquake. I am fairly certain explosives will also be used as well as heavy impact equipment. How is this going to affect my home insurance? And who will pay for damage or loss if part of the tunnel collapses? If the tunnel is going right under my home where are the exhaust vents going? In my backyard or someone else's? If this project is to redirect traffic from residential streets which is the spin being sold to us, wouldn't the Hyde street entry and exits alone solve that? Do you really think people are going to use a tolled tunnel in preference to the existing untolled options? We will be surrounded by heavy traffic. Can someone direct me to the environmental protection initiatives for this project? After years of work protecting and enhancing the Stony

Creek area, I would not be impressed if you came in with your machinery and destroyed it. What sort of assurance do we have that heavy traffic underground will not cause constant vibration forever. Even a very low level vibration will be unbearable long term. How can you possibly barrier sound on such high flyovers? I haven't been able to make it to any of the walk in discussion days, and I was not at home each time someone door knocked. But I will attend the session at the pumping station next Thursday. I have to admit, I find this whole thing deeply distressing (one vote - agrees)

#### South Kingsville

- Vibration of chimney for cotton mills
- Impact of vibration of truck traffic affecting brick buildings, for example the heritage Docklands Cotton Mills

### **Concern – property value**

#### Altona North

- Concerned at value of property near portal

#### Online

- To me the proposal just went from bad to worse. Seems to me that heavy industry inner city is being encouraged rather than discouraged. I appear to have a choice of the freeway being brought fifty percent closer to my home and in plain sight via a network of new fly overs, or tunnels running directly under my house. There goes the value of my property, and my peace. I loved my house and where I live up to now. I should mention that neither option will do anything for the excessive truck traffic along Francis Street as trucks will avoid tolls by continuing to use Francis Street. Trucks must be banned from Francis Street. So my questions are why is the path of the long tunnel different to that of the short version? The short tunnel is under industrial land, whereas the long version is directly under residential land. What happened to 'cuius est solum, eius est usque ad coelum et ad inferos', which is still valid in today's law. Is this a mandatory acquisition? Do we get compensated for it as well as the years of disruption this will cause? Who pays for the damage to my property caused by the slight vibration from the digging, which I suspect will end up being a lot more than slight? It will be like living over a permanent low level earthquake. I am fairly certain explosives will also be used as well as heavy impact equipment. How is this going to affect my home insurance? And who will pay for damage or loss if part of the tunnel collapses? If the tunnel is going right under my home where are the exhaust vents going? In my backyard or someone else's? If this project is to redirect traffic from residential streets which is the spin being sold to us, wouldn't the Hyde street entry and exits alone solve that? Do you really think people are going to use a tolled tunnel in preference to the existing untolled options? We will be surrounded by heavy traffic. Can someone direct me to the environmental protection initiatives for this project? After years of work protecting and enhancing the Stony Creek area, I would not be impressed if you came in with your machinery and destroyed it. What sort of assurance do we have that heavy traffic underground will not cause constant vibration forever. Even a very low level vibration will be unbearable long term. How can you possibly barrier sound on such high flyovers? I haven't been able to make it to any of the walk in discussion days, and I was not at home each time someone door knocked. But I will attend the session at the pumping station next Thursday. I have to admit, I find this whole thing deeply distressing (one vote - agrees)

#### Spotswood

- Considerable loss of value in properties in and around the Docklands Cotton Mills already impacted by changes and increased traffic on Moreland Street and inconvenienced by proposed traffic signals

#### Yarraville

- Completely ruins view of the city, proximity to 91 Moreland St and noise, pollution, visual, land value collapse, limits land use along the river

### **Concern – traffic flow and congestion**

#### North Melbourne

- How will this project avoid attracting unwanted containers on to trucks instead of increasing rail's mode share?
- Why no links between the Western Distributor and Bolte Bridge south, only north? How will trucks get from Moore Street and Ballarat Road to Webb Dock via the Western Distributor? Still go through Footscray?

#### Online

- The proposed elevated bridge and highway along and across the Maribyrnong River is going to be an eyesore of an elevated concrete jungle and it is going to direct air and noise pollution into this idyllic location which has the potential to be developed into a river edge precinct that could have housed

restaurants, cafes, bars, parklands, residential dwellings and retail shops. The potential of what this land could be and the ugly freeway you are proposing to make it into will ruin the banks of the Maribyrnong River forever and Footscray will never reach its full potential because of this. It is going to shadow and dwarf the historic Cotton Mills precinct, the lovely old Lonely Planet building and all of the neighbouring warehouses which currently enjoy a view of the city skyline. These have the potential in future to be made into bars and restaurants with city views. These views are going to be lost with this bridge and its connecting ramps. Something like this would never happen to the Yarra River and to the wealthy residents in the southeast. This part of the Maribyrnong River is unrecognised for the sanctuary that it is and what it has the potential to be. It will be taken from the local community and given to dockland trucks. The locals will lose parkland and the riverbank and will have increased local traffic congestion and have to breathe the dirty, polluted air and listen to the constant drone of traffic. This bridge will be a complete waste of time and money in the future as commercial industry gets pushed further out, away from the inner city. The commercial industries are and should be moving further out from inner city Melbourne making way for the riverbank and surrounding land with its close proximity to the Central Business District to become more valuable residential land. This bridge and these roads are encouraging industries to stay put in the West and to continue to pollute and devalue the West. The current Maribyrnong River wharf in Footscray should be made to realise its true potential and be opened to the public and businesses serving the public. An option is for the Port of Melbourne to be relocated to a more practical area away from the City of Melbourne, such as Hastings on the Mornington Peninsula where the naturally deep waters allow for a port that does not require the dredging of our bay and which would take the trucks off the roads into and out of the city of Melbourne. An alternative to this bridge is to build a tunnel under the river such as was done with the Burnley tunnel. Another option is to build something along the lines of the East-West link which lands were already purchased for this purpose and which is further in the north away from the budding Footscray and historic Yarraville. Another option could be to make the West Gate Freeway double storey and widen the connecting West Gate Freeway rather than building whole new freeways. Or why not buy the oil refinery in Yarraville and build the bridge there where it is improving the area and giving land back to the community instead of destroying an area and taking something of value away from the local community? There are many options and this eyesore of a bridge with its close proximity to residential areas and parklands is not one of them. If built it will only be ripped down again in the future as happened in Brisbane and Atlanta (two votes - agree)

- After attending a community consultation evening I am even more concerned about the proposals presented. I know the full tunnel idea is the most popular option but people should be careful what they wish for. After a chat with the attending Geologist, he could not rule out the possibility of damage to surface structures above the tunnels both short term and long term. Quite frankly, the prospect of having two three lane tunnels running twenty metres under my home is horrifying. My vote is for Option One the short tunnel, the purple route. Not only will there be no huge gaping chasms directly under my home, there are a number of other associated benefits. The high tension pylons will be removed and power lines run under ground, the old AusNet toxic site will be acquired, cleaned up and converted to public space on completion of the Distributor project. I was advised that the power substation intends to acquire this land and extend the substation if not acquired by distributor, less impact to Stony Creek, with only one crossing as opposed to more extensive coverage with all other options, post project we will end up with more usable public space than we have now and it will be maintained and landscaped, we will have sound barriers along the freeway of which we currently have none, the recreational facilities south of the bridge will be unaffected, there will be better integration of the Hyde Street connection with the freeway, more of the tunnel will run under unoccupied or industrial land which is more appropriate than under an entire residential suburb. If this project is to proceed there must be a way to prevent traffic winding its way through our residential lined streets to avoid tolls. Trucks especially must be permanently banned from them altogether else we all end up being totally surrounded by heavy traffic. If they were likely to voluntarily take preference to a tolled route, they would be doing it now and we would not have a problem.
- To me the proposal just went from bad to worse. Seems to me that heavy industry inner city is being encouraged rather than discouraged. I appear to have a choice of the freeway being brought fifty percent closer to my home and in plain sight via a network of new fly overs, or tunnels running directly under my house. There goes the value of my property, and my peace. I loved my house and where I live up to now. I should mention that neither option will do anything for the excessive truck traffic along Francis Street as trucks will avoid tolls by continuing to use Francis Street. Trucks must be banned from Francis Street. So my questions are why is the path of the long tunnel different to that of the short version? The short tunnel is



under industrial land, whereas the long version is directly under residential land. What happened to 'cuius est solum, eius est usque ad coelum et ad inferos', which is still valid in today's law. Is this a mandatory acquisition? Do we get compensated for it as well as the years of disruption this will cause? Who pays for the damage to my property caused by the slight vibration from the digging, which I suspect will end up being a lot more than slight? It will be like living over a permanent low level earthquake. I am fairly certain explosives will also be used as well as heavy impact equipment. How is this going to affect my home insurance? And who will pay for damage or loss if part of the tunnel collapses? If the tunnel is going right under my home where are the exhaust vents going? In my backyard or someone else's? If this project is to redirect traffic from residential streets which is the spin being sold to us, wouldn't the Hyde street entry and exits alone solve that? Do you really think people are going to use a tolled tunnel in preference to the existing untolled options? We will be surrounded by heavy traffic. Can someone direct me to the environmental protection initiatives for this project? After years of work protecting and enhancing the Stony Creek area, I would not be impressed if you came in with your machinery and destroyed it. What sort of assurance do we have that heavy traffic underground will not cause constant vibration forever. Even a very low level vibration will be unbearable long term. How can you possibly barrier sound on such high flyovers? I haven't been able to make it to any of the walk in discussion days, and I was not at home each time someone door knocked. But I will attend the session at the pumping station next Thursday. I have to admit, I find this whole thing deeply distressing (one vote - agrees)

- Problem number one is placard trucks such as those carrying chemicals, fuel and dangerous goods will not be able to access a tunnel. These make up approximately thirty-five percent of total loads carried on our streets. Problem number two, truck companies will put placards on their loads to avoid tolls. Concern about location of exhaust stack. Let's hope that the concern for our health and welfare is equal to the concern for the residents affected by the East-West link. Here's to becoming a marginal seat at the next election (two votes - agrees). In response: And heavy vehicles are now further weight restricted from using West Gate Bridge. Placard loads and heavy B-Doubles will continue to utilise the route they currently use (one vote - agrees)
- Who are you expecting to use the tunnel as all port related trucks already have Bolte Bridge as an option, but many decide to use Whitehall Street and Francis Street, another tolled option will not change this. Trucks will still use existing routes for free (one vote - agrees). In response: Absolutely agree. There are plans to create a number of toll stations along that freeway stretch, including at least one along the Geelong bound section after the Williamstown Road entrance, so we will be impacted financially as well as by a loss of amenity. And of course all this will do is extend the heavy traffic problem further along Francis Street and Somerville Road, as toll evaders endeavour to bypass tolls planted along the new section of freeway that do not currently have them. This outcome is just so predictable.

#### Yarraville

- How are trucks going to be deterred from avoiding tolls by using alternative local roads
- No data to prove that traffic will move from Whitehall Street to new northern link

#### **Concern – other**

##### Docklands

- Cotton Mills will now be wedged between a tollway and a highway, Moreland Street
- The Cotton Mills are used by artists and other creative workers the impact of the project will push them out

##### Online

- As both a local resident and a local small business owner I am in two minds about this project. The most important consideration I believe is in removing trucks from our local streets, the current level of truck traffic is completely unacceptable and if all of the current projections are true the level is only going to increase dramatically. Ensuring trucks cannot dodge tolls by using local streets is imperative otherwise this whole exercise becomes a project just to give greater convenience to those living on Melbourne's Western fringes. The proposed location of the bridge seems to be odd considering there are extensive tracts of industrial land further south which would have little or no impact on local businesses, most notably the Docklands Cotton Mills and Lonely Planet buildings which house countless small businesses and with the current design are located just metres from the proposed bridge (three votes - agrees). In response: Totally agree (one vote - agrees)
- The bridges crossing the river are well within the explosive zone of Coode Island. What are you going to do during peak hour if the storage facility again blows up and there are several buses of school children on the bridge? This would be an absolute disaster for Melbourne. Residential is not allowed within one thousand

and five hundred metres to prevent injury to the public. There will be more public on the bridge during a peak hour traffic jam than would occur in residence. The original plan was for a tunnel under the river and this was abandoned on the basis that Coode Island silt is potential acid sulphate soil. The Coode Island silt from the Burnley Tunnel was disposed comparatively in expensively for beneficial use at the Werribee Riffle Range. Research has been done over the last twenty years on this exposed material at Werribee and papers published confirming that this material has not produced acid and that the Coode Island silts are self neutralising. Thus disposal of spoil is not a valid reason for moving the tunnel. Exposing the public and particularly children to a catastrophic but low likelihood of occurrence hazard results in a high risk. Saving money in circumstances of a high risk of multiple injury and deaths of the public is negligent and exposes the government and Transurban directors as the original proponents of the route to substantial liability. The bridges need to be protected in a blast proof covers or the tunnel be extended given the facility has signed up for another twenty years. It seems substantially safer that if the Western Distributor must proceed that the tunnel be extended to pass under the Maribyrnong River and having a portal on the Port side of the River. Thus putting exposure to traffic the same distance as current. Rather than being three hundred and fifty metres from the tanks the traffic will be over one thousand and five hundred metres from the tanks if a tunnel was used. The argument that acid sulphate soil are expensive to dispose does not hold weight, as Coode Island silts do not make acidity and can be disposed below the water table in a number of quarries as clean fill. Simple tests can be done to show the silts are self neutralising and can be reclassified as clean fill for beneficial reuse. *In response: Acid sulphate soil is acid sulphate soil.*

- The bridges crossing the river are well within the explosive zone of Coode Island. What are you going to do during peak hour if the storage facility again blows up and there are several buses of school children on the bridge? This would be an absolute disaster for Melbourne. Residential is not allowed within one thousand and five hundred metres to prevent injury to the public. There will be more public on the bridge during a peak hour traffic jam than would occur in residence. The original plan was for a tunnel under the river and this was abandoned on the basis that Coode Island silt is potential acid sulphate soil. The Coode Island silt from the Burnley Tunnel was disposed comparatively in expensively for beneficial use at the Werribee Riffle Range. Research has been done over the last twenty years on this exposed material at Werribee and papers published confirming that this material has not produced acid and that the Coode Island silts are self neutralising. Thus disposal of spoil is not a valid reason for moving the tunnel. Exposing the public and particularly children to a catastrophic but low likelihood of occurrence hazard results in a high risk. Saving money in circumstances of a high risk of multiple injury and deaths of the public is negligent and exposes the government and Transurban directors as the original proponents of the route to substantial liability. The bridges need to be protected in blast proof covers or the tunnel be extended given the facility has signed up for another twenty years. It seems substantially safer that if the Western Distributor must proceed that the tunnel be extended to pass under the Maribyrnong River and having a portal on the Port side of the River. Thus putting exposure to traffic the same distance as current. Rather than being three hundred and fifty metres from the tanks the traffic will be over one thousand and five hundred metres from the tanks if a tunnel was used. The argument that acid sulphate soil are expensive to dispose does not hold weight, as Coode Island silts do not make acidity and can be disposed below the water table in a number of quarries as clean fill. Simple tests can be done to show the silts are self neutralising and can be reclassified as clean fill for beneficial reuse.
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beneficial reuse.

#### North Melbourne

- The Australian Labor Party's Project 10,000 election promise got 6,000 trucks off surface roads at a cost of 0.45 billion dollars so why pay 5.5 billion dollars to Transurban for the same amount of truck diversion?

#### South Kingsville

- No consultation with local residents
- Lack of communication engagement and options for residential pocket affected by northern tunnel entrance as all focus has been on southern entrance

#### Spotswood

- Impact on where Seddon, Yarraville and Footscray converge residential area of Hyde Street, Nicholson Street, Berry Street, Stephen Street, Princess Street, there has been no communication to these residents

#### Yarraville

- Why improve Footscray Road when it is not at full capacity now, already have access to Footscray Road, waste of money
- Port gets no impact, only benefit, Maribyrnong Street Cotton Mills is impacted, this project is all about the port, not us

### **Improvement idea – address noise**

#### Docklands

- Noise and vibrational impact studies required, preferably from residential properties
- Commercial zones deserve noise buffering too, decibels kill business too
- Please put noise treatment on the structures over the Maribyrnong River to protect the viability of businesses and people in the Cotton Mills
- Noise protection barriers would be needed

#### South Kingsville

- Impact of noise traffic volumes on local businesses around Moreland Street and Maribyrnong Street
- Noise barriers on flyover
- Sound barriers

#### Spotswood

- Yarraville Gardens will be ruined by truck noise with tunnel exit and slot road so close, it needs to be shifted further north to protect this beautiful community hub
- Yarraville Gardens and Hanmer Reserve are passive open spaces and should be protected from a noise perspective to the same or greater standards as residences
- Need noise barriers for Yarraville Gardens and Hanmer Reserve to protect them as passive open spaces it needs to be to same or better standards as residencies
- Tunnel under the Maribyrnong River than shifting the noise and air problems from Francis Street to the other end of Yarraville and Dockland Footscray

#### Yarraville

- Noise at Docklands Cotton Mills could be reduced if rooves are better insulated
- The expensive road needs to be designed to improve noise and air pollution from current levels which are not acceptable

### **Improvement idea – location of elevated road and ramps**

#### Docklands

- Liaise with VicRoads and the Moreland Street widening works and bridge works underway now
- Move the bridge south
- The many businesses and the amenity of the Maribyrnong River area at the Cotton Mills are being sacrificed to provide access to the Port, please move the river crossing further south from the Cotton Mills
- Extend tunnel under river to Port
- Extend the tunnel under the river and use port land to link Footscray Road

#### Footscray

- Please choose an alternative bridge and sound attenuation design
- Want the northern portal to be designed in such a way to allow the tunnel to avoid residential homes in Yarraville

- 

#### Online

- Having been to the community consultation last night I am still unclear on the height of the bridge over the Maribyrnong River. This bridge road will have to cater for the off ramp bridges, one of which goes underneath the main bridge to access the docks and port. The underside clearance for the off ramp is either three point one or five point one metres above high tide level. Which one is it? Has the high tide level considered future rising sea levels? Off ramp bridge will need a vehicle height clearance of at least six metres so the main bridge road height from the tunnel across the river is a monster. Move it south or tunnel under.
- The skyroad above Footscray Road seems excessive since the road below it already has many lanes. Is the only reason to elevate it to remove two slopes from a freeway? Since the wholesale markets are no longer across from the docks, why not make Footscray Road the freeway by removing the existing traffic lights and blocking off most entries and exits, instead of building a many lane freeway above an already built many lane road? Footscray Road's width already makes it seem like a freeway that strangely ends at Footscray.
- There were plans ten years ago where the tunnel exits on the other side of the river. There was no opposition to that plan and that was a positive step forward to solving Melbourne's transport needs. You need to re-look into that option as the design you have now does not meet the community, environmental and health standards for the residents of the inner west (one vote - agrees)
- Furthermore the proposed river crossing is in close proximity to Coode Island potentially putting hundreds of motorists' lives at risk if there was to ever be another explosion at the facility like the one that took place in 1991. What considerations in the proposed design have been given to the dangers posed by the facility at Coode Island? Please update the design to extend the tunnel under the river and put the lives and livelihoods of Victorians first (one vote - agrees)
- I would like to add my voice to the numerous others calling for the extension of the tunnel under the Maribyrnong River. Why has this not been explored and presented as an option? The proposed plans for a bridge seem incredibly short sighted forever condemning the western bank of the river, an area of great future development potential, to remain an industrial wasteland. As a business owner in the area the impact of the proposed river crossing will be catastrophic to mine and many other business like it. The area at present is a vibrant, creative hub of enterprising activity, the kind so crucial to the future development of the inner west and should not be merely cast aside without fully and openly exploring design alternatives such as a tunnel under the river (one vote - agrees)
- The bridges crossing the river are well within the explosive zone of Coode Island. What are you going to do during peak hour if the storage facility again blows up and there are several buses of school children on the bridge? This would be an absolute disaster for Melbourne. Residential is not allowed within one thousand and five hundred metres to prevent injury to the public. There will be more public on the bridge during a peak hour traffic jam then would occur in residence. The original plan was for a tunnel under the river and this was abandoned on the basis that Coode Island silt is potential acid sulphate soil. The Coode Island silt from the Burnley Tunnel was disposed comparatively in expensively for beneficial use at the Werribee Riffle Range. Research has been done over the last twenty years on this exposed material at Werribee and papers published confirming that this material has not produced acid and that the Coode Island silts are self neutralising. Thus disposal of spoil is not a valid reason for moving the tunnel. Exposing the public and particularly children to a catastrophic but low likelihood of occurrence hazard results in a high risk. Saving money in circumstances of a high risk of multiple injury and deaths of the public is negligent and exposes the government and Transurban directors as the original proponents of the route to substantial liability. The bridges need to be protected in a blast proof covers or the tunnel be extended given the facility has signed up for another twenty years. It seems substantially safer that if the Western Distributor must proceed that the tunnel be extended to pass under the Maribyrnong River and having a portal on the Port side of the River. Thus putting exposure to traffic the same distance as current. Rather than being three hundred and fifty metres from the tanks the traffic will be over one thousand and five hundred metres from the tanks if a tunnel was used. The argument that acid sulphate soil are expensive to dispose does not hold weight, as Coode Island silts do not make acidity and can be disposed below the water table in a number of quarries as clean fill. Simple tests can be done to show the silts are self neutralising and can be reclassified as clean fill for beneficial reuse. In response: Acid sulphate soil is acid sulphate soil.
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- As a local business owner situated in the Cotton Mills I would strongly argue that the tunnel should go under the river. As many other people have made clear the current proposal would have a major impact on the lives of people working in this area. It would also ruin the potential for attractive riverside development (two votes - agrees)
- This road and bridge is going to have an enormous impact on a growing commercial precinct in Footscray of The Lonely Planet Building and Docklands Cotton Mills. Hundreds of small businesses are starting up and operating in this precinct and many hundreds of people work here. The area's amenity will be significantly compromised by the noise, the overshadowing and in particular the fumes and pollution this road will create. Owners of studios in this precinct are often onsite ten to sixteen hours per day and this will have a huge impact on their lives, their businesses and potentially their health. They will not be able to open windows and enjoy fresh air. Please build a tunnel under the Maribyrnong river instead (two votes - agree)
- As local business owner in the Cotton Mills I am not happy about air and noise pollution and would probably relocate if I was forced to work in such close proximity to a major motorway. Tunnel under the river please (two votes - agrees)
- As a property owner in the area and employer of twenty staff at the Docklands Cotton Mills I oppose the building of a bridge so close to the historic Cotton Mills. The Docklands Cotton Mills precinct and Lonely Planet building house many small businesses. The noise, pollution and loss of views by the construction of a bridge will severely impact the amenity of this area and impact those of us working here and those of us who enjoy walking and riding along the river. This is an area that deserves to be protected. Please build a tunnel (one vote - agrees)
- Suggest making the tunnel longer and under the river (four votes - agrees). *In response: What a great idea. Surely this option is the obvious one (three votes - agrees)*
- It seems to me that the strategy is to compromise the surrounding commercial properties to enable the port area to be maximised for sale. The elevated road over Footscray Road would be unnecessary if the cheaper option of widening the existing road was considered. A small portion of the northern boundary of the port land would allow for this widening and the whole expensive bridge would be unnecessary. The enormous spaghetti junction that will overshadow the river would also be unnecessary if the connection to Footscray Road was at the existing road level. If the connection was via a tunnel rather than a bridge over the river then the amenity of the river would not be ruined forever (three votes - agrees). *In response: Agree completely. All my comments are being marked as spam on this forum which is infuriating. It was clear from the community consultation evening held last night that the location of tunnels and bridges has been determined in order to maximise the Port potential to the detriment of surrounding areas now and for the future.*
- As many others have stated, the tunnel should go under the Maribyrnong River. This would protect the Yarraville Gardens, Hanmer Reserve and the river precinct. Extending the tunnel to go under the river

would minimise noise and air pollution and visual impacts. This area has great potential to be developed into an amazing precinct. If we accept the current design we will miss that opportunity (two votes - agrees)

#### South Kingsville

- Move the tunnel further north into the industrial area
- Move tunnel further north into industrial ground
- Would like the tunnel pushed north as much as possible to minimise the emissions near homes
- Push tunnel exit and ventilation stack north into the industrial area rather than near the Gardens and Reserve
- Keep the tunnel portal away from Yarraville Gardens as far north as possible
- Consult on visual design of tunnel exit and bridge
- Please move location of northern tunnel exit further north into industrial area, Port of Melbourne land, that will reduce impact on residents in the three suburbs and park users and sports ground
- Move entrance to tunnel further north so that industrial area blocks noise as the slope is better here and vent stack will be higher
- Could tunnel be extended?

#### Spotswood

- Shift northern tunnel and slot further into industrial land so that exit is not so close to Yarraville Gardens and Henmar Reserve
- Put tunnel under Maribyrnong river so Yarraville Gardens and Henmar Reserve are not affected
- The area of the Maribyrnong River south of Footscray had a plan for a marina and beautification once, now the amenity and peace of the river is to be destroyed for the local communities living around it, tunnel needed under river
- Why can the tunnel not go under the river rather than have that steep entry and exit ramp to leap over the river right next to the cotton mill
- Please consider tunnel under Maribyrnong River rather than bridges over
- The tunnel under residential areas should be extended under the river and come up to join Footscray Road
- Northern portal entry and exit should be pushed into industrial land further northeast so that residencies near Yarraville Gardens are not affected by noise and air quality issues
- Continue tunnel to the west of the Maribyrnong to the north of Footscray Road then under the river where the soil is more stable if engineers not capable of going under the river south of Footscray Road
- Tunnel under Maribyrnong River is better
- If they can tunnel under the English Channel and the Yarra River they can tunnel under the Maribyrnong
- Retreat portal away from Yarraville gardens

#### Yarraville

- Ensure bridge across river is simple, functional, not too expensive, but elegant, for example a harp lying down
- River crossing should be further south
- The impact of the bridge on the area of the Lonely Planet is much greater than I expected, crossing further south would ease this
- Why not shift on and off ramps onto the northwest corner of port land currently not used
- Opportunity to move on and off ramps further south to decrease impact on Cotton Mills
- Improvement idea: tunnel/portal location
- Northern portal needs to be as far east and north as possible to avoid impact to Yarraville Gardens
- Northern portal must not be too close to the main recreational area for Yarraville, the Yarraville Gardens, it is imperative that noise, air and visual impact be
- Extend the tunnel under the Maribyrnong River and have portal one moved to portal four

#### **Improvement idea – active transport**

##### Footscray

- Difficult bike crossing on Footscray Road and Sims Street

##### South Kingsville

- Access safety and amenity for cyclists going to the city

##### Yarraville

- Light rail options up Footscray Road and Dynon Road

- Improve bike connections between Napier Street and Footscray Road paths

#### **Improvement idea – other**

##### Docklands

- Would be good for placard trucks to be diverted down Moreland Street
- Redirect all other existing trucks which will not use Western Distributor through Moreland Street
- All trucks from container parks in Francis Street and Somerville Rd should be redirected to Western Distributor via Millers Road in conjunction with council and VicRoads directive
- Please check vibration impacts and protect the Cotton Mills as it is a sensitive site

##### North Melbourne

- Grow trees and other vegetation to hide ugly roads

##### Online

- The proposed elevated bridge and highway along and across the Maribyrnong River is going to be an eyesore of an elevated concrete jungle and it is going to direct air and noise pollution into this idyllic location which has the potential to be developed into a river edge precinct that could have housed restaurants, cafes, bars, parklands, residential dwellings and retail shops. The potential of what this land could be and the ugly freeway you are proposing to make it into will ruin the banks of the Maribyrnong River forever and Footscray will never reach its full potential because of this. It is going to shadow and dwarf the historic Cotton Mills precinct, the lovely old Lonely Planet building and all of the neighbouring warehouses which currently enjoy a view of the city skyline. These have the potential in future to be made into bars and restaurants with city views. These views are going to be lost with this bridge and its connecting ramps. Something like this would never happen to the Yarra River and to the wealthy residents in the southeast. This part of the Maribyrnong River is unrecognised for the sanctuary that it is and what it has the potential to be. It will be taken from the local community and given to dockland trucks. The locals will lose parkland and the riverbank and will have increased local traffic congestion and have to breathe the dirty, polluted air and listen to the constant drone of traffic. This bridge will be a complete waste of time and money in the future as commercial industry gets pushed further out, away from the inner city. The commercial industries are and should be moving further out from inner city Melbourne making way for the riverbank and surrounding land with its close proximity to the Central Business District to become more valuable residential land. This bridge and these roads are encouraging industries to stay put in the West and to continue to pollute and devalue the West. The current Maribyrnong River wharf in Footscray should be made to realise its true potential and be opened to the public and businesses serving the public. An option is for the Port of Melbourne to be relocated to a more practical area away from the City of Melbourne, such as Hastings on the Mornington Peninsula where the naturally deep waters allow for a port that does not require the dredging of our bay and which would take the trucks off the roads into and out of the city of Melbourne. An alternative to this bridge is to build a tunnel under the river such as was done with the Burnley tunnel. Another option is to build something along the lines of the East-West link which lands were already purchased for this purpose and which is further in the north away from the budding Footscray and historic Yarraville. Another option could be to make the West Gate Freeway double storey and widen the connecting West Gate Freeway rather than building whole new freeways. Or why not buy the oil refinery in Yarraville and build the bridge there where it is improving the area and giving land back to the community instead of destroying an area and taking something of value away from the local community? There are many options and this eyesore of a bridge with its close proximity to residential areas and parklands is not one of them. If built it will only be ripped down again in the future as happened in Brisbane and Atlanta (two votes - agree)
- I am concerned the Western Distributor and tunnel appear to be designed as two lane only link as two lanes will very quickly clog up and it is likely that a third lane will become important in the future. Three lanes should be built now.
- Why do we have to have a bridge? Why cannot the tunnel continue under the river to the docks? The river is so lovely, it is a shame to ruin it with shadows cast by a bridge, traffic and noise. A tunnel would not dismiss the amenity of the river (four votes - agrees). In response: There is no real reason why the tunnel cannot continue under the river to the docks and Footscray Road. Footscray Road could be widened instead of some enormous Los Angeles style elevated road over the existing road. Widening Footscray Road would impact the port land somewhat which is what the current proposal goes to great lengths to avoid. There have been at least two schemes in the past proposing a long tunnel (one vote - agrees)
- After attending a community consultation evening I am even more concerned about the proposals



presented. I know the full tunnel idea is the most popular option but people should be careful what they wish for. After a chat with the attending Geologist, he could not rule out the possibility of damage to surface structures above the tunnels both short term and long term. Quite frankly, the prospect of having two three lane tunnels running twenty metres under my home is horrifying. My vote is for Option One the short tunnel, the purple route. Not only will there be no huge gaping chasms directly under my home, there are a number of other associated benefits. The high tension pylons will be removed and power lines run under ground, the old AusNet toxic site will be acquired, cleaned up and converted to public space on completion of the Distributor project. I was advised that the power substation intends to acquire this land and extend the substation if not acquired by distributor, less impact to Stony Creek, with only one crossing as opposed to more extensive coverage with all other options, post project we will end up with more usable public space than we have now and it will be maintained and landscaped, we will have sound barriers along the freeway of which we currently have none, the recreational facilities south of the bridge will be unaffected, there will be better integration of the Hyde Street connection with the freeway, more of the tunnel will run under unoccupied or industrial land which is more appropriate than under an entire residential suburb. If this project is to proceed there must be a way to prevent traffic winding its way through our residential lined streets to avoid tolls. Trucks especially must be permanently banned from them altogether else we all end up being totally surrounded by heavy traffic. If they were likely to voluntarily take preference to a tolled route, they would be doing it now and we would not have a problem.

#### South Kingsville

- Move exit more into industrial further from Yarraville Gardens
- Need options
- How will traffic into and out of <address in Moreland Street> be without extended delays
- Keep smoke stack as far from Yarraville Gardens as possible
- Filter on stack, why not exceed Environmental Protection Authority standards
- Put ventilation stack further north into industrial land so it does not affect houses up the hill in Berry Street, Princess Street, Stephen Street and Nicholson Street

#### Spotswood

- Need to maintain the current twenty-four hour trucks ban on Hyde Street north of Francis Street
- Ensure Hyde Street toll road is the same toll cost as tunnel toll so that cars do not use Hyde Street as the cheaper option
- The entry and exit for the two stevedores onto and off the Footscray Road overpass should be combined so that there is no need to have a triple layer over the Maribyrnong River at the proximity to one of the largest Victorian building complex part of local history, aesthetics of the precinct ruined
- There is no need to close the whole of Coode Road to the public as Dock Link Road is the obvious access to the Western Distributor above Footscray Road, part of Coode Road can remain to access both stevedores or just DP World In and Out
- Protect the passive open spaces of Yarraville Gardens and Hanmer Reserve, shift exit and the slot road further north east into the freight and transport land
- Entry and exit to the docks two stevedores should be closer to Dock Link Road between the two businesses entering the elevated road over Footscray

#### Yarraville

- Ability to monitor and feedback behaviour of road users, primarily trucks, as it impacts air quality with respect to the on and off ramps to the docks
- Ability to get access to information from Transurban and VicRoads websites regarding diagrams, test results and drawings
- European standards of air ventilation are necessary
- Best air quality standards, European standards, not Victorian

### **Advantages**

#### Docklands

- Makes the Port sale very profitable
- If this means less trucks down Whitehall Street residential area we welcome this project

#### South Kingsville

- Keeps a lot of truck traffic off Whitehall Street

#### Yarraville

- Congestion to the city and port will be alleviated
- Relieve congestion into the city

### **Comment/query - other**

#### Docklands

- Seems to work for the port and the port value to the detriment of everyone else
- The mandate of zero events on Port facilities and land means everyone else has to compromise, the Port needs to compromise

#### Footscray

- Hopefully it will get trucks off Napier Street and Hyde Street
- Trucks need to drive up a steep ramp
- Easy access for trucks to port via off-ramps
- The little park in Sims Circle has a monument on it

#### Online

- It appears my comments are constantly censored.
- Diagrams and images at the community consultation clearly state that the proposed route will not require appropriation of private land. This is not correct as the current proposal will require acquiring commercial land that is currently privately owned. As of about a month ago none of these land owners had been approached to discuss the proposed tunnel portal, road and bridge route that is clearly proposed to be flying over or cutting through their properties (one vote - agrees)
- When CityLink was proposed by the Kennett government the Victorian Australian Labor Party ranted and raved against tollways for years. They broke a promise to build EastLink as a freeway and now are building another tollway. What hypocrites. Why cannot governments build freeways? Motorists are taxed harshly and as frequently as possible including millions in camera fines for trivial offences. Where does that money go? And still the rusted on true believer vote Labor.
- Will the port only be accessible via the new elevated road along Footscray Road or via the existing access points along Footscray Road or both? If the current access points will be available how will trucks travelling to the west be prevented from using streets in the inner west such as Buckley Street, Somerville Road and Francis St to bypass the Western Distributor? Thanks (one vote - agrees, one vote - disagrees). In response#1: I have these concerns too. I do not get how this toll road will get trucks off our local roads if drivers can just avoid paying and use the free option instead. It has to go hand in hand with a truck ban (one vote - agrees). In response#2: Port will also be accessed via two bridges over the Maribyrnong which come off the northern tunnel portal, one of which somehow gets under the main bridge and road link. Placard loads and oversize vehicles will not be able to use the tunnel and the VicRoads website identifies their route as being Francis Street, Whitehall Street and Moreland Street onto Footscray Road. Moreland Street is about to be widened from Footscray Road to accommodate this traffic.

#### South Kingsville

- Use of industrial land
- Relationship to Westgate Distributor
- Will properties in Dockland Cotton Mills near the overpass be able to use their airspace to extend up

#### Yarraville

- Discounts the substantial investment in constructing Dock Link Road, Port should contribute to this project
- Why are the docks dictating road policy with respect to moving entry and exit to McKenzie Road, increasing costs via on and off ramps crossing the river
- Transurban must understand that despite having purchased a house not far from Coode Island we still care deeply about the urban environment

### **Footscray Road/Citylink city access and bypass – verbatim comments**

#### **Concern – proximity of road/structures**

##### North Melbourne

- Curzon Street Primary School is very close and a congested area already

#### **Concern – open space**

##### Docklands

- More eyesore on Moonee Ponds Creek
- Thirteen to fourteen lanes at all angles overshadowing Moonee Ponds Creek unacceptable
- Further buries Moonee Ponds Creek, need to discuss walking paths, cycle paths and amenity when planning for these roads

#### Footscray

- Further overshadowing of Moonee Ponds Creek tidal reach with three new two-way bridge structures, ten lanes in total

#### North Melbourne

- Impacts on Moonee Ponds Creek with increased crossings, reduced light, further degradation of creek

### **Concern – air quality**

#### Online

- The bridges over the Maribyrnong river are a disgrace, ruins the whole area, will cause noise and air pollution for many people. Why not a tunnel under the river, just extend the current plan for a tunnel, easy (two votes - agrees)
- I am saddened that my place of work will now be ruined by noise, pollution and congestion. I would prefer to see a tunnel under the river and not a huge bridge and flyover. If a bridge is the only way then why not have it cross the river around Francis Street or in that vicinity.

#### North Melbourne

- Why no epidemiological study in the Environmental Effects Statement? Any study of PM1, PM2.5, PM5 and VOx or will it be another Transurban cover up like CityLink Tullamarine Freeway widening air study?

### **Concern – noise**

#### Online

- The bridges over the Maribyrnong river are a disgrace, ruins the whole area, will cause noise and air pollution for many people. Why not a tunnel under the river, just extend the current plan for a tunnel, easy (two votes - agrees)
- I am saddened that my place of work will now be ruined by noise, pollution and congestion. I would prefer to see a tunnel under the river and not a huge bridge and flyover. If a bridge is the only way then why not have it cross the river around Francis Street or in that vicinity.

#### North Melbourne

- Can we have road signs stating no engine brakes to reduce being awakened from sleep? All along the West Gate Freeway and Western Distributor please?

### **Concern – amenity**

#### Docklands

- More eyesore on Moonee Ponds Creek

#### South Kingsville

- The elevated road will significantly impact amenity please look at options to keep road at street level
- South Kingsville: Elevated structure impacts long term amenity of port and market area, particularly if Port moves to Geelong or Hastings
- South Kingsville: Seattle, Washington has an elevated road along its port and regrets it, will cost billions of dollars to undo

### **Concern – traffic flow and congestion**

#### Docklands

- Bottleneck between Bourke Street and Flinders Street on Wurundjeri Way

#### North Melbourne

- Will increase traffic on local roads in North Melbourne North Melbourne: Dynon Road and Wurundjeri Way extension will have increased impact on local communities in North and West Melbourne
- North Melbourne: Increased congestion on Wurundjeri Way, already chaotic near Flinders Street intersection and Charles Grimes Bridge and this will exacerbate the problems

#### Online

- Once the traffic reaches the Footscray Road or Dynon Road offshoots where is it supposed to go then? This is

already a heavily congested area which will just be made worse. It seems to me this is moving the problem and not solving it (one vote - agrees).

- I am saddened that my place of work will now be ruined by noise, pollution and congestion. I would prefer to see a tunnel under the river and not a huge bridge and flyover. If a bridge is the only way then why not have it cross the river around Francis Street or in that vicinity.

#### South Kingsville

- Distributes to already full roads during peak hour, this will create an Eastern Freeway like bottleneck

#### **Concern – other**

##### Docklands

- All these proposals are outdated and old fashioned, get some international designers, use some world best practice for a change
- No vision or long term thinking, no long term plan related to Melbourne of the future, what they said
- Don't build it, more expensive than Regional Rail Link which added five times capacity

##### North Melbourne

- Don't want a spaghetti junction 2 kilometres from the Central Business District, not at all elegant

##### Online

- This is bad planning as the proposal funnels traffic into Spencer Street for what reason? The road is already full and has numerous developments being built abutting it. The land take of high value urban brownfield site at E-Gate is criminal (two votes - agrees). In response: This will just cause Spencer Street, the Eastern end of Footscray Road and Dudley Street to be more congested. Spencer Street and Dudley Street are already heavily congested, as a result buses always suffer major delays here and the extra traffic will make it worse. The bus routes that use these roads two hundred and sixteen, two hundred and nineteen and two hundred and twenty are in Transdev's top ten worst performing for on time running and are also among worst for on time running in a Melbourne and have been for many years. If this goes ahead the following needs be looked at so as to not delays buses more, Spencer Street bus lanes from La Trobe Street to Hawke Street in both directions, clearway Between La Trobe Street and North Melbourne in both directions, Dudley Street bus Lanes from Adderley Street to King Street in both directions, clearway between Adderley Street to King Street in both directions, B Light at Dudley Street and Spencer Street, Dynon Road bus Lane at Western Distributor interchange in both directions, B Light at Western Distributor interchange in both directions, Footscray Road bus lane at Western Distributor interchange in both directions, B Light at Western Distributor interchange in both directions.
- It seems to me that this proposal falls into that category of proposals so common in planning that seek to solve the problems of today in such isolation of wider considerations that their solutions are themselves the problems of tomorrow. As raised by Will.f, and noted by Patrick, the use of the valuable urban brownfields for the purposes of 'easing congestion' in this day and age is criminal. In the not too distant future such congestion will not be the problem it is today making proposals such as this that compromise the city's assets short sighted and wasteful (one vote - agrees). In response: Agree.

#### **Improvement idea – urban design**

##### Altona North

- Footscray Road even though industrial, has an avenue of trees, I hope this will be restored after the elevated road is built

##### Docklands

- Don't let VicRoads have anything to do with wayfinding signage and lane-marked wayfinding, they couldn't wayfind out of a paper bag
- Turn Footscray Road next to E-Gate into a tunnel to allow E-Gate and Docklands to integrate at grade
- Further buries Moonee Ponds Creek, need to discuss walking paths, cycle paths and amenity when planning for these roads
- Move the raised road on E-Gate land to directly over the rail line to the north

##### North Melbourne

- Better signage will be needed
- Too much elevated road, put more underground
- North Melbourne: Dudley Street under rail bridge will need to improve as prone to flooding
- Elegant solutions

- Noise barriers on elevated road sections
- Widen Footscray Road instead
- Increased impacts on E-Gate, especially if road is elevated, due to noise, air quality

#### South Kingsville

- The elevated road will significantly impact amenity please look at options to keep road at street level

#### Spotswood

- Footscray overhead road should be north on Footscray Road so as not impact on future property development, south side Footscray and Port of Melbourne
- The Dynon Road bridge over the train line must be widened to accommodate the extra traffic and do not forget the on road bicycle lanes

#### Yarraville

- Elevated road as a gateway to the inner west, no thanks, how does this impact future tram lines on Footscray Road
- Future development of the railyards as residential would benefit from the elevated road being built in the dock area, rail for dock and road underneath, and Footscray Road as a treed avenue
- Urban designers throughout the world are reducing the elevated road due to urban impacts, this contradicts this

### **Improvement idea – active transport**

#### Docklands

- Bicycle connection through Dynon Road not improved to city
- Agree this bicycle access from Dynon Road to city is not discussed, it has long been a difficult route for cyclists and needs to be considered in this planning
- May make connections by bicycle or walking between Docklands and north and west Melbourne more difficult, with current situation I do not cycle or walk down Dudley Street to Docklands because of imposing road structures, poor connectivity of walkway and delays at multiple traffic lights, I think the project needs to consider how to keep local communities connected by foot and cycling
- Connection to Federation bike path very important, upgrade and extension of the existing bike paths is critical

#### Footscray

- Provide tram routes as part of the design

#### North Melbourne

- Should not direct any extra traffic along Dynon Road and thus into North Melbourne, this whole area should be more pedestrian and cycle friendly and not more car dominated
- A wetlands area either side of Moonee Ponds Creek would be a good look and environmentally superior land use
- Get the pedestrian link North Melbourne station to Docklands on these plans, do not lose the idea
- Connect North Melbourne Station to E-Gate, pedestrian and cycling
- Link North Melbourne Station to Docklands there is a broad swathe of public open space
- Look at bigger picture, public transport in North and West Melbourne with the potential for open space, current narrow focus
- Opportunity to renew Dynon Road Bridge and improve the currently poor pedestrian and cycle experience on the bridge
- Taking traffic off Spencer Street and redirecting it to Wurundjeri Way could pedestrianise Spencer St near Southern Cross Station

#### South Kingsville

- Where is rail in the dock area design?

#### Spotswood

- Do not forget to put on road bicycle lanes on Footscray Road as lots of bicycle riders ride on road because they ride too fast for the footpath

### **Improvement idea – traffic flow and congestion**

#### Docklands

- Potential to encourage through traffic west area south on Harbour Esplanade

#### North Melbourne

- Will it slow the tram on Abbotsford St due to congestion?

- Connect Western Distributor at Footscray Road to a tunnel under Dudley Street, Eastern Freeway, Western Connection
- Arden-Macaulay will be and is well serviced by public transport and does not need better road links or more cars into the area

#### Online

- Airport, regional and interstate buses operating out of Southern Cross will be gridlocked unless roads are upgraded with bus priority in mind including dedicated bus lanes where possible. The addition of bus lanes to Wurundjeri Way and other roads in the area is possible due to wide medians, construction of a busway bridge from Southern Cross to Wurundjeri Way would enable a dedicated bus lane all the way to the Western Distributor and CityLink, making the journey faster, safer and more reliable (two votes - agrees).

### **Improvement idea – other**

#### North Melbourne

- Build on top of Harbour Esplanade and landscape down to ground level
- Widen Moonee Ponds Creek
- Put road south of E-Gate and not through it
- Transurban should build M80 extension from Greensborough to Mitcham as an underground tunnel before Western Distributor is built

#### Online

- I am saddened that my place of work will now be ruined by noise, pollution and congestion. I would prefer to see a tunnel under the river and not a huge bridge and flyover. If a bridge is the only way then why not have it cross the river around Francis Street or in that vicinity.
- The bridges over the Maribyrnong river are a disgrace, ruins the whole area, will cause noise and air pollution for many people. Why not a tunnel under the river, just extend the current plan for a tunnel, easy (two votes - agrees)
- There seem to be a lot of elevated highways shown in the concept design but without an upgrade to Dudley Street and the Dynon Road bridge over the train tracks they will just lead to the same bottlenecks. As noted by Will.F the Wurundjeri Way extension through E-Gate seems like a huge waste of space. Surely it could be pushed further north over the train tracks and away from a valuable piece of land which has been spruiked for years as a more human scale development area of Docklands? (one vote - agrees)

### **Advantages**

#### Altona North

- Wurundjeri Way extension is a great idea to overcome major bottleneck around Dudley Street

#### Docklands

- Yarraville Gardens protected
- Clears northbound flow from Wurundjeri Way
- Provides better road connections and provides diversions for cars away from central city areas

#### Spotswood

- Will help the bottleneck from Docklands over to West Gate, bonus
- Will alleviate problem during peak periods of trying to get from Footscray Road entry to Bolte Bridge to West Gate Freeway, tick

#### Yarraville

- Good idea to directly connect Dynon Road outbound to Footscray Road
- Great idea additional city bypass, Wurundjeri Way less dangerous

### **Comment/query**

#### Docklands

- Other plans suggest this is not proposed to use existing Dynon Road bridge
- Impact on Dudley Street not clear

#### North Melbourne

- Will Western Distributor reduce the need for Westlink and East West Link?
- Extension of existing entry ramp to CityLink North does not appear in this concept
- E-Gate community will be dissected
- Will make it more difficult or impossible to put a pedestrian and cycle link from North Melbourne Station to E-

gate and Docklands

#### Online

- Seems that the problem was to remove heavy freight from our roads? Please show me where in your plan this is achieved.
- What is the point of this portion of the project? Waste of money and then toll the users, what is wrong with Footscray Road as it is to serve this portion of the link?

### **Air quality – verbatim comments**

#### **Concern – Pollution/emissions**

##### Docklands

- Night time truck noise from West Gate Freeway and CityLink appears to be neglected, especially truck engine brakes

##### Footscray

- Traffic increase on Sims Street to impact Grimes Reserve

#### Online

- As we live on Fogarty Ave with the Westgate Freeway noise barrier out the front of our house, we are very conscious of the pollution from the Westgate Freeway and the effect of that on our family's health. Whilst it's great to be taking the trucks off the surface streets (it really is a great thing!), we are concerned that it will essentially be diverted to our front yard!! With increased traffic, trucks, potential ventilation stacks.
- Dust from freeway during and after Western Distributor project has been completed.
- Presently, the asthma rate in the inner west is double the state average
- Poison in the air
- That the air quality will be significantly affected by the increased traffic.
- Increased traffic in close proximity to home, and how an increase in trucks moving on elevated roadways will impact air quality. I understand tunnel stacks are probably not an issue.
- As a Not-for-Profit small business which owns one of the buildings in the Cotton Mills (91 Moreland Street, Footscray), we have grave concerns at the proximity of the proposed bridges to our office and the degradation in air quality that will be generated. We are also concerned that as a result of the increased noise, we will be breaching our duty of care as an employer to our employees.

##### South Kingsville

- Reduce pollution such as black dust from trucks
- Pollution concerns from portals
- Diesel particles, black dust, in dwellings next to the West Gate Freeway
- South Kingsville: Increase of air pollution by use of flyovers near residential areas, prefer long tunnel option to keep cars and trucks in existing freeway areas
- Stacks at exits not on maps, air quality already really bad in area now
- Benzene and toluene levels from stacks and health of all residents as air quality already horrendous
- Comparison of positive effects of trucks off roads with emissions from stacks
- Stack emissions and locations

##### Spotswood

- As our house backs on to the reserves at Grieve Parade, six houses from freeway, concerns about settling dust during and after construction as well as air quality
- Air quality with additional lanes on freeway, more and higher emissions a concern
- As a resident of Ferguson Street Spotswood right next to freeway would like the option to have land acquired due to poor conditions

##### Yarraville

- Increased traffic volumes and vents
- 20 percent asthma rates in Yarraville
- Asthma, still lots of trucks on streets

#### **Concern – ventilation structure**

#### Online

- Adding to existing air quality issues in the west. Brooklyn is a massive contributor to poor air quality in the west and adding to this with unfiltered vent stacks are concerning. I think other places in Melbourne might be able

to deal with the added pollution, but because the west is so industrial still, adding to this might make the air quality worse. I do agree that taking trucks off local roads is a major improvement, but also think filtration of the vent stacks would be prudent.

- I have seen the exhaust stack for the Burnley tunnel and it is hardly as high as I was lead to believe such things would be. I live exactly where the fall out will be - especially for the raised road.

#### South Kingsville

- Location of the ventilation structures for long tunnel and discharge of pollutants
- Location and design on ventilation stacks
- Location of ventilation towers near houses with short tunnel

#### Yarraville

- Ventilation shafts near homes and public sporting areas

### **Concern – assessment**

#### Docklands

- Will air monitor stations set up by the Environment Protection Authority be permanent or a mobile station?
- The air quality currently is very poor and below acceptable standards, what are the standards and why is the current air quality poor?

#### South Kingsville

- Impacts on human health, what happens if the after monitoring shows a problem?

#### Yarraville

- Shift the air monitoring station to Francis Street from Hansen Street
- Air quality, I need to know that we will be protected on an ongoing basis, as traffic increases what monitoring will take place

### **Improvement idea – assessment and information**

#### Docklands

- Health impact studies required for air quality being dispersed off elevated roads, particulate matters are a real concern

#### Footscray

- Given bans for twenty-four hours, seven days a week on Francis Street and Somerville Road will see monitoring station on Buckley Street, as it will see a fifteen percent increase in truck traffic, now is the time to measure
- The impact of stage one at Moreland Street needs factoring in, combined with trains, what are the effects?

#### North Melbourne

- Air quality data must be available for the Kensington area, base line date 2016

#### Online

- Answer my question above please (What about the air quality just outside of the tunnel as some of the exhaust emissions will be pushed out by the cars leaving the tunnel - how will this be measured and what steps will be taken to mitigate this risk? People that use the Yarraville gardens and live near the tunnel exit near Hyde street will be exposed to this)
- I'd like to see monitoring done along the sound barrier walls to see what the impact is and what the pollution level is currently on either side of the West Gate freeway for the residents closest too it. I think it's great that there will be monitoring for a full year, specifically at Wembley Primary School, but I'd like to see data collected along the noise barrier for the closest residents as well. Data can be enormously helpful to address concerns.
- Seeing studies conducted
- A plan and contract on air quality from the Environmental Protection Authority, VicRoads and Transurban. A detailed montage on how this would look.
- Independent auditing of Transurban engaged consultants and Environmental Protection Authority sign off.
- Independent auditors of Transurban environmental auditors and existing air quality testing and proposed.
- Inclusion of improved air quality measures for all sections of the freeway which are directly abutting homes, after all the increase in traffic will also directly affect those people living right beside the freeway and not just those that are to be addressed buy tunnel emissions.

#### South Kingsville

- Not use dilution as the solution to manage air quality, that is do not just keep increasing stack height to achieve compliance



- Treatment of emissions from tunnels, captured diffuse pollutants to a point source that can be treated
- Needs epidemiological studies for proper Environmental Effects Statement

#### Spotswood

- Assess air quality impacts on Emma McLean Kindergarten in Hope Street

### **Improvement idea – design aspects and consultation**

#### Footscray

- The physical design of the vent stacks needs to tie into the local area

#### Online

- No raised road and higher exhaust stacks
- Filtration or placing vent stacks far enough away from the community
- no distributor - or a ducting machine that filters and extracts the poison gases
- Construction of a tunnel instead of bridges.

#### South Kingsville

- Location of tunnels with any option, best practice mandatory
- Ensuring operational phase is managed appropriately

#### Spotswood

- Long tunnel and no elevated roads
- More concrete notions, ideas examples etcetera
- Ruth (air quality specialist) was very helpful, thanks

#### Yarraville

- Community time with technical specialists, air quality
- Location of air vents and health effects, community consultations

### **Improvement idea – truck restriction**

#### Online

- We must have assurances that trucks will use the new road connections and propose additional truck bans on local roads such as Francis Street. This must be implemented to reduce toll avoidance. If this is not the case the project could make our local residential streets such as Francis Street much worse. WE NEED ASSURANCES THERE WILL BE TRUCK BANS ENFORCED ON LOCAL STREETS IN YARRAVILLE! (Francis Street)
- To avoid toll avoidance, WE NEED ASSURANCES THERE WILL BE TRUCK BANS ENFORCED ON LOCAL STREETS IN YARRAVILLE! (Francis Street)
- Getting trucks off these roads and away from schools

#### Footscray

- 3A Abbott Street Spotswood, air quality from traffic and enabling enjoying outside activities need not be compromised

#### Spotswood

- Understand what VicRoads are doing to get trucks off the local roads
- Get the trucks and traffic off our suburban streets, continuous stops and starts creates more pollution including noise, than free flowing traffic does

#### Yarraville

- Twenty-four hours a day, seven days a week curfews
- Need traffic taming and curfew twenty-four hours a day, seven days a week to stop the trucks avoiding the toll and continuing to use Francis Street

## **Comment/query**

### Online

- Maintain air quality as it was before the project.
- What about the air quality just outside of the tunnel as some of the exhaust emissions will be pushed out by the cars leaving the tunnel - how will this be measured and what steps will be taken to mitigate this risk?  
People that use the Yarraville gardens and live near the tunnel exit near Hyde street will be exposed to this
- Brooklyn has the worst air quality in all of Victoria according to the Environmental Protection Authority. How will Transurban and VicRoads work together to reduce this using the five billion dollars approved for this project? Extensive amounts of vegetation will be removed to build this project adding to air pollution, is there a plan to replace mature vegetation with mature trees?
- What about the air quality just outside of the tunnel as some of the exhaust emissions will be pushed out by the cars leaving the tunnel - how will this be measured and what steps will be taken to mitigate this risk?  
People that use the Yarraville gardens and live near the tunnel exit near Hyde street will be exposed to this
- Again I hope the Western Distributor improves our current air quality
- Why are you not also addressing air quality over the full length of the freeway?

## **Human health – verbatim comments**

### **Concern – Air quality**

#### North Melbourne

- Car exhaust fumes

#### South Kingsville

- Breathing in pollution constantly, lung disease
- Air quality impacts on human health
- Air quality, location of ventilation facility, construction dust
- Black and red particles in the air being breathed in, already too high

#### Spotswood

- Diesel fume pollution at Cotton Mills Building near Northern Portal
- Having lived in Yarraville for twenty-five years I have noticed a difference in air quality, I live with two air purifiers currently
- Concerns night and day air quality, vibration and noise
- Reduced air quality due to proximity to air vents
- Pollution ventilation was explained to me tonight so I have no concerns with the long tunnel, the short tunnel will not resolve the air quality
- Raised road along Maribyrnong River, this is now Footscray City Preschool, I am concerned about the air quality impact on children at the school
- Entry and exit point near Yarraville Gardens, I am concerned about the impact on air quality of a major community facility
- Bridges near northern portal over river will create diesel pollution for many hundreds of employees in Docklands Cotton Mills and Lonely Planet buildings
- Increased truck traffic will bring an inevitable increase in air pollution
- Concerned about the impacts of living right on freeway, already suffer from asthma and eczema
- Changes to our existing parkland that is used to walk my dog and for my baby to play

#### Yarraville

- 20 percent asthma rate at Wembley Primary School
- Asthma Yarraville: We need cleaner air on Francis Street
- Clean air
- 91 Moreland Street Cotton Mills ramp within 4 metres of the Cotton Mills, life within will be a total loss of amenity, noise, diesel fumes, loss of view

### **Concern – Tunnel ventilation and structures**

#### Spotswood

- What is the location of ventilation stacks
- Why are the stacks not going to be filtered

- Vents to emit gases from vehicles using tunnels to be strategically placed to relieve has build-up in tunnels and openings to be filtered for public
- Where will the stacks be placed, height, need specific figures, too abstract
- Concerns about the tunnel ventilation and the impact on Spotswood

### **Concern – Trucks on residential roads**

#### Footscray

- Twenty-four hour bans on all local streets a must, very concerned that only Somerville Road and Francis Street are mooted at this stage, this will only push truck traffic avoiding tolls onto Moore Street and Buckley Street

#### Spotswood

- Trucks carrying dangerous good not near Emma McLean kindergarten
- Elevated roads making the control and distribution of vehicle fumes difficult
- Extra traffic means more emissions
- Increase in traffic along Hall Street depending on the option for the Hyde Street off ramp
- Trucks remaining on Somerville Road and Francis Street until the infrastructure is completed
- Design that takes truck traffic off local roads where I ride my bike

#### Yarraville

- Twenty-four hour seven days a week curfews
- Twenty-four hour seven days a week curfews on all streets in the inner west, electronic enforcement number plate recognition
- Enforce twenty four hour truck bans on local roads including Somerville Road and Francis Street
- Make safer pedestrian crossings on Francis Street, especially between Williamstown Road and the future Bradmill site
- If the trucks are not banned, is it possible to enforce a way to modify trucks to make them unleaded if they must use local roads

### **Concern – Environment**

#### Spotswood

- Reclaimed land Honey Garden Bees in decline, it would be a great educational journey for students to grow plants, vegetables and harvest honey, to integrate agriculture with city kids
- Spillage
- I live directly next door to the current highway in Vernier Street Spotswood (address provided, not published), there is a beautiful large gumtree between my house and the road, keep the tree please, the noise is tolerable, ugly walls are not, trees are needed
- Concern regarding the changes to the sporting facilities such as Donald McLean reserve

#### Yarraville

- Loss of health spaces with tunnel impacting on Yarraville Gardens

### **Concern – Noise**

#### South Kingsville

- Noise impacts not just right next to the road but over the whole suburb, the low grade hum from freeways etcetera especially under low wind speed conditions
- Night time truck noise must be addressed and sleep disturbance especially from elevated ramps and engine brakes
- Noise from the freeway is already a problem, flyovers will make it worse, well designed sound barriers are essential

#### Spotswood

- Noise pollution as the current situation with the trucks is not managed, we hear trucks all night

### **Concern – Contaminants**

#### South Kingsville

- Digging into SP AusNet site, which we know is heavily contaminated, that is why currently capped
- Contaminated land through Yarraville
- Waterway health and impacts on users of Yarra and Maribyrnong Rivers, such as fishing and recreation, from

historical contamination

### **Comment/query**

#### Spotswood

- Daylight for twenty-four hours lighting
- Light spill from highway lighting onto my property, 9 Vernier Street Spotswood, is absolutely terrible, new lights need to be shaded and at half the height of the current ones
- Tunnel portals impact where
- It cannot be any worse than it is now along Francis Street, but yes, it is a concern
- Proximity of the short tunnel portal to homes
- Where do tunnel streets come out

#### Yarraville

- The Cotton Mills precinct is a heritage treasure that will be ruined by the tunnel exit in this proposed location

### **Managing construction – verbatim comments**

#### **Concern – traffic and access**

##### North Melbourne

- More traffic on residential streets when construction is happening

##### Online

- Keep traffic disruption to a minimum. Use speed limits ONLY when necessary.
- Additional trucks on our local streets for four years.
- Noise at nights, early mornings and weekends, dust as homes will be coated with dust which I understand is a given for these big road projects, will homes nearby be offered a clean? Construction traffic in local streets. Night works I assume will need to be done and I would like to know how this will be managed and how much will residents be affected? Will alternative accommodation be offered?
- Traffic is diverted from the Freeway along Francis Street between Geelong Road and Williamstown Road while works on Williamstown Road interchange is undertaken.
- Addition of trucks on our local streets for four years.
- Traffic is increased on Francis Street between Geelong Road and Williamstown Road during construction. Along with opening of current curfews on Francis Street during construction.
- Traffic conditions worsen throughout the construction period and beyond, severe destruction of existing parkland and sporting fields not to mention private home amenity.
- It will cause cracking and dust in my home. Be too noisy for me to be at peace in my home and traffic in the area will be a nightmare. It is hard enough getting out of my street now.
- Construction impact on local traffic in Spotswood, noise implications from construction activity, dust and environmental impacts of construction work

##### South Kingsville

- Increase in local traffic around The Avenue Spotswood
- Continued access to The Avenue to avoid Williamstown Road traffic
- Can contractors guarantee no trucks down side streets when freeway closed?
- Will trucks take over Fogarty Avenue and will it close?
- Keeping traffic out of residential street during construction
- Construction traffic in quiet streets such as Hughes Parade and Beverly Street

##### Spotswood

- I think it will be a significant impact, but it will end, whereas current traffic conditions on residential streets never end
- Living next to freeway during construction, noise, dust and dirt, traffic disruptions
- Keep cycling routes open during construction
- Access at Williamstown Road must be maintained
- Continued access along Fogarty Avenue from The Avenue as only way to avoid congestion on Williamstown Road
- Additional construction traffic

##### Yarraville

- Too many truck movements
- Will Footscray Road and cycle paths be closed during elevated motorway construction

- Traffic management and congestion throughout long construction phase

### **Concern – vibration**

#### Online

- Vibration on housing above tunnel - especially at entrance and exit

#### South Kingsville

- Noise, vibration and dust control that is 3
- Vibration of house from trucks is a problem fix this
- Vibration and the potential impact on the structural integrity of our house, noise, dust and access to our street
- Noise and vibration associated with short tunnel

#### Spotswood

- Ground vibration as I will be right next to the construction and I am concerned about damage to my house

#### Yarraville

- 91 Moreland St Cotton Mills bridge pylon driving will mean no work possible at Cotton Mills, no ground base so ground will shake uncontrollably

### **Concern – air quality**

#### Noise and dust

- It will cause cracking and dust in my home. Be too noisy for me to be at peace in my home and traffic in the area will be a nightmare. It is hard enough getting out of my street now.

#### Online

- Noise at nights, early mornings and weekends, dust as homes will be coated with dust which I understand is a given for these big road projects, will homes nearby be offered a clean? Construction traffic in local streets. Night works I assume will need to be done and I would like to know how this will be managed and how much will residents be affected? Will alternative accommodation be offered?
- Construction impact on local traffic in Spotswood, noise implications from construction activity, dust and environmental impacts of construction work

#### South Kingsville

- Noise, vibration and dust control that is 3
- Construction dust

#### Spotswood

- Spoil from tunnel
- Dust
- Living next to freeway during construction, noise, dust and dirt, traffic disruptions

#### Yarraville

- Dust
- I am hoping not too much noise and dust
- Dust in the air

### **Concern – noise**

#### Altona North

- Concerned about noise during construction if barriers are removed and not replaced early

#### Online

- Construction impact on local traffic in Spotswood, noise implications from construction activity, dust and environmental impacts of construction work
- We live on Fogarty Avenue, where the freeway will be widened and close to the long tunnel entrance. Whilst we think the long tunnel will be better for us long term (if the pollution can be managed), we are concerned about the noise of the construction.
- Noise
- Noise at nights, early mornings and weekends, dust as homes will be coated with dust which I understand is a given for these big road projects, will homes nearby be offered a clean? Construction traffic in local streets. Night works I assume will need to be done and I would like to know how this will be managed and how much will residents be affected? Will alternative accommodation be offered?
- Night noise
- Noise and dust

- It will cause cracking and dust in my home. Be too noisy for me to be at peace in my home and traffic in the area will be a nightmare. It is hard enough getting out of my street now.

#### South Kingsville

- After hours noise near houses
- Noise, vibration and dust control that is 3
- Noise and vibration associated with short tunnel

#### Spotswood

- Noise twenty-four hours, seven days a week during construction
- Living next to freeway during construction, noise, dust and dirt, traffic disruptions
- Construction activity, noise, impact on amenity at Yarraville tunnel end during construction
- Noise
- Need and insist construction noise is managed within Environmental Protection Authority guidelines

#### Yarraville

- I am hoping not too much noise and dust

### **Concern – residential amenity**

#### Altona North

- Construction times important, light spill

#### North Melbourne

- Taking longer to travel to destination

#### Online

- Traffic conditions worsen throughout the construction period and beyond, severe destruction of existing parkland and sporting fields not to mention private home amenity.
- It will cause cracking and dust in my home. Be too noisy for me to be at peace in my home and traffic in the area will be a nightmare. It is hard enough getting out of my street now.
- Noise at nights, early mornings and weekends, dust as homes will be coated with dust which I understand is a given for these big road projects, will homes nearby be offered a clean? Construction traffic in local streets. Night works I assume will need to be done and I would like to know how this will be managed and how much will residents be affected? Will alternative accommodation be offered?
- Disruption from construction works, as I reside close to the West Gate Freeway.
- I don't know! I realise you can't do the construction without making noise but as a couple planning on starting our family this year, I'm not excited at the prospect of both of our (future) children being born and raised in a house that has constant construction noises out the front of our house for the first several years of their lives.
- impact on existing housing structures and any potential renovations planned during the next 4 years
- If construction works are being completed at night or early morning. I have a young family so would prefer if works are done during the day when the kids are at school
- Damage to my home

#### South Kingsville

- Address negative impact of stormwater runoff from new construction into houses
- Need to monitor and fix any cracking in houses because of construction
- Vibration and the potential impact on the structural integrity of our house, noise, dust and access to our street
- Our foundations during tunnelling
- Damage to property from works

#### Spotswood

- Ground vibration as I will be right next to the construction and I am concerned about damage to my house
- Lack of full dilapidation survey for adjoining houses
- Living next to freeway during construction, noise, dust and dirt, traffic disruptions
- Loss in house value due to proximity to freeway
- Construction activity, noise, impact on amenity at Yarraville tunnel end during construction
- Yarraville
- Foundations of the house
- What guarantee will be given with regards to damage to houses, is compensation readily available
- Dirt
- After hours and weekend works

### **Concern - business disruption**

#### Docklands

- Compensation for business due to power shutdowns and sewer works, who is managing this?

#### Online

- As a Not-for-Profit small business which owns of building in the Cotton Mills (91 Moreland Street, Footscray), we have grave concerns at the proximity of the proposed bridges to our office and how construction will be managed.
- Work environment and natural regeneration of the river
- We already have significant difficulties with our staff and visitors parking near our premises and the construction equipment over an extended period of time would make that even worse. This and other factors is likely to make it exceptionally more difficult to maintain our existing employees or attract new employees may see our small Not-for-Profit business being forced to wind up as result.

#### Yarraville

- 91 Moreland St Cotton Mills bridge pylon driving will mean no work possible at Cotton Mills, no ground base so ground will shake uncontrollably

### **Concern – open space and recreation**

#### Online

- Work environment and natural regeneration of the river
- natural regeneration of the river

#### South Kingsville

- Plant being stored in public spaces, for example sporting grounds, golf course

#### Yarraville

- Impact on Yarraville Community Centre whilst construction works and underway and the building

### **Concern – other**

#### Docklands

- It is not an Environment Effects Statement without an epidemiological study

#### Online

- Keep control of costs
- Tolls being pushed up by ridiculous 'safety' standards. Melbourne has become Flagman city as bureaucratic standards become absurd.
- Lack of communication and relaying of information as has been the trend with the project thus far.
- All above issues being constant for construction phase (Construction impact on local traffic in Spotswood, noise implications from construction activity, dust and environmental impacts of construction work)

#### South Kingsville

- AusNet site full of heavy contaminants, how do you manage the health risks to locals? Long tunnel preferred

#### Spotswood

- Disruption to already poor train services from Altona
- Impact of construction works on either side of freeway

### **Improvement idea**

#### Footscray

- That dilapidation surveys be undertaken near the noise wall, given that the noise walls may require piles

#### Online

- clarity and specificity of location of residences likely to be impacted with vibration during or after construction
- Common sense!!!! An efficient government bureaucracy but that's a fantasy I know.
- Noise, any extra temporary noise mitigation would be appreciated, and dust, make sure that the sites are watered down heaps so that we are not breathing in the dust and it's not coming into our homes
- Limitations of truck usage on local streets need to be enforced from an early stage.
- A full outline of what compensation will be available, how thorough will pre-assessments of current conditions be. How long until things will be fixed?
- Clear communication with Spotswood community and how the above issues will be managed.

- Clear and timely communication of events and timelines of construction and effects on the local community, roads and parklands.
- Direct consultation, well in advance, with businesses adversely affected by any construction management, including personnel working for construction companies being held accountable for their actions including where they park and position equipment. Direct contact numbers for decision makers so when issues with construction management are encountered, they can be escalated and resolved expediently.
- Development of an open document showing planned diversions (including any changes to current curfews) and other construction management activities.
- Look after the river

#### South Kingsville

- Will residents be offered accommodation during direct impacting work or night work?
- What will be done to minimise noise when existing barriers come down?
- Will the Environmental Protection Authority regulate construction times to minimise night works along the freeway?
- Will the use of truck air brakes be banned?
- How will the contractor manage and respond to complaints during construction?
- Will noise barriers be improved to further reduce noise post completion?
- Detailed assessment prior to construction
- Ongoing monitoring
- Rectification if there is an issue
- Build the long tunnel
- Western suburbs should get an equally effective construction as what the eastern suburbs would expect

#### Spotswood

- Good traffic management and detours during construction in Newport
- Dilapidation surveys a must
- Tunnel and spoil being taken out at Docklands end
- Residents living right next to freeway given the opportunity to have their land acquired
- Knowing upfront where spoil is going

#### Yarraville

- I think we accept that there will be inconvenience but if we get the long tunnel we will wear it
- Better links to public transport
- Myki subsidies

### **Comment/query**

#### South Kingsville

- All of the new options affect the community of Spotswood so stick to the original design

#### Yarraville

- Happy with construction disruption if the overall design of the end result means we keep Stony Creek Reserve

### **Traffic noise – verbatim comments**

#### **Concern: specific location**

##### Docklands

- 231 Harbour Esplanade will be impacted by noise from the Dynon Road connection
- The Wurundjeri Way connection will add a lot of noise to 231 Harbour Esplanade apartments

##### Footscray

- Trucks entering to the north of Footscray Road at Toll, Arthur, etcetera, by access through Dock Link Road exit
- Docks area, noise of new big trucks at night
- Sims Street truck north turn to get to Footscray Road will turn in front of southbound Sims Street trucks
- Traffic volume new tunnel onto Sims Street to get to and from Toll, Linfox, Arthur and Dynon Road
- Concern of noise from the elevated Hyde Street structure on areas west of Williamstown Road
- In Abbott Street, Spotswood (address provided, not published), ensure light amenity does not get compromised, noise need not increase noticeably, the vibration of heavy vehicles is minimised, visual amenity of noise barriers and acquisition may be better for reasonable value



#### North Melbourne

- CityLink widening increasing traffic, VicRoads have a potential policy change? Not sure when

#### Online

- I am a resident who lives opposite McLean Reserve, Spotswood. We are already living with significant traffic noise due to the West Gate Freeway and Bridge. This varies depending on the wind direction and can have large impact on private amenity with home. We have major concerns that the huge increase in traffic using the freeway as a result of the Western Distributor and its elevated road design will lead to significant increases in noise within our home and bedrooms. The fact that a large percentage of the new traffic will be trucks either rising on ramp or braking is even more reason for concern.
- As a Not-for-Profit small business which owns a building in the Cotton Mills (91 Moreland Street, Footscray), we have grave concerns at the proximity of the proposed bridges to our office and the unbearable traffic noise that will be generated. We are also concerned that as a result of the increased noise, we will be breaching our duty of care as an employer to our employees.

#### South Kingsville

- Concern with increase in noise from flyovers to residential areas and Hyde Park Reserve

#### Spotswood

- With major entry and exit points adjacent to Yarraville Gardens, a key community place, I am concerned about increased traffic noise
- Concerned about freeway barriers being inadequate for sound, vibration and health quality at Ferguson Street Spotswood
- Air brakes coming off West Gate Bridge
- Traffic noise in Spotswood particularly when a northern wind is blowing
- Concerned about noise at Altona North Grieve Parade off ramp
- Controlling noise from air compression breaks along the West Gate
- We want noise barriers on the main carriage way on the Millers Road over pass to help noise reduction and barriers on the off ramps

#### Yarraville

- I am concerned about the effects of the raised roads on noise, air pollution and visual pollution
- I am worried about traffic noise, pollution and visual impact of the tunnel in relation to its proximity to Yarraville Gardens, Yarraville Gardens are used by many people in the local community, this includes families with young children, just because we live near Coode Island does not mean we are happy to have more pollution in our backyard, in fact the government should make it a priority to reduce exposure to the various pollutants for the residents in this location
- Noise walls need to be built on the northern side of the West Gate, beside the Footscray Hockey Fields, will sporting fields be taken into account for noise pollution, noise in this section is a problem for houses at the moment to the north of the highway
- Need to protect residents near the Williamstown Road exit from truck noise and elevated roads, build the long tunnel
- Option One short tunnel three lanes of traffic noise moves closer to residents in Hughes Street and Beverley Street
- 91 Moreland Street Cotton Mills between Moreland Street, Parker Street and Maribymong Street noise and diesel pollution will end life and land value, seventy-seven businesses
- West Gate Freeway widening will create more traffic, so need some quality noise barriers to protect residents in area of Benbow Street as currently no barriers, we see the traffic and hear it continuously, also noise from bridge traffic

#### **Concern: existing noise**

##### Online

- I would hope that the western distributor will markedly reduce the noise we experience. The majority of noise is from trucks.

##### South Kingsville

- We want better noise levels than now

#### **Concern: assessment approach**

##### North Melbourne

- Night time noise levels should be assessed as part of the Environmental Effects Statement process and noise through open windows should be considered
- Baseline noise monitoring should be undertaken across all seasons so that a solid understanding across all weather conditions can be established
- VicRoads should present existing noise levels to the public
- Noise should be calculated across multiple floors of dwellings, the assessment should identify and mitigate for the most impacted floor
- The existing noise policy is dated and does not provide adequate provisions for protecting sensitive areas, New South Wales and Queensland have more modern and detailed noise policies that should be considered

#### South Kingsville

- Where is VicRoads noise policy now that it is needed, the Environmental Protection Authority should take over traffic noise policy from VicRoads which cannot deliver one
- Noise monitoring should be further away from freeway to include realistic impact of noise with community

#### Yarraville

- How long will I need to live without noise barriers during the construction phase, how much construction noise will residents need to live through, how are you going to mitigate this in your traffic noise modelling, we need to protect residents
- Noise monitoring has just begun however truck noise has also slowed due to CityLink construction because trucks are sitting in traffic, the current noise levels are not a good indication of the normal noise levels experienced by residents near the freeway

### **Concern: during construction**

#### Altona North

- I would like temporary noise barriers during construction and higher noise barriers on completion

#### Online

- We live on Fogarty Ave and feel that the noise from the Westgate is already too loud at the front of our house. 2 of our bedrooms are at the front and we've already paid over \$3000 to have them retrospectively double glazed. Even after this expense, we are still unable to sleep from about 5:30 am onward as the noise increases on the Freeway and worry about the effect that it will have on our health, and that of our future children. We are extremely concerned that the volume will increase, when to be honest we feel it is way too noisy at the moment. We are also unable to open the windows at the front of the house due to the noise. We also plan to have children this year and I'm worried about being home with my baby with constant construction noise.
- Traffic noise during construction is a worry. I can only imagine that noise will amplify during construction due to traffic congestion, trucks/machinery operating during the roadworks which also extends to my concerns about the air quality during construction too, the pollution from the traffic congestion may be worse. I am all for the project, just hope that the construction team considers how to properly manage this.
- Noise coming out of north tunnel exit near Yarraville gardens while construction goes on and then once roads are running.
- Also noise of diverted traffic onto other streets during construction

#### South Kingsville

- Ban on night time construction around residential areas
- Noise in construction phase will be horrendous
- Construction noise
- Noise during construction
- Must have high sound barriers along the length of the widening of the freeway during and post construction
- Concern over noise during construction and after completion

#### Spotswood

- Controlling noise from freeway during construction, what if noise walls are removed during construction
- Is twenty four hours, seven days a week construction essential as noise travels far at night
- Will traffic noise in local streets during construction be maintained, construction vehicles rumbling towards the sites

#### Yarraville

- How long will I need to live without noise barriers during the construction phase, how much construction noise will residents need to live through, how are you going to mitigate this in your traffic noise modelling, we need

to protect residents

**Concern: amenity**

Altona North

- Traffic noise being closer to our house, devalue property

Footscray

- Degradation of Grimes Reserve amenity from truck use increasing in Sims Street
- Will still be able to hear West Gate Bridge traffic regardless of new noise barriers in distant residence

North Melbourne

- An elevated road way will seriously impact quiet and recreation cycling along to Maribyrnong River path
- Tolls and pricing will encourage night traffic, more trucks, more noise at night and no restriction from VicRoads
- Concerned about noise on elevated sections of CityLink and increases, would like no engine brakes signs
- The amenity of passive recreational areas should be protected and noise should be measured at these areas to determine impacts
- Noise levels from the proposed new bridge and off ramps, especially the effect on the buildings adjacent and along the west side of the Maribyrnong River

Online

- Additional traffic noise from elevated roadways will cause excess noise pollution and inhibit enjoyment of outdoor spaces
- Concerned about the increase in noise from freeway once it has been widened.
- Noise coming out of north tunnel exit near Yarraville gardens while construction goes on and then once roads are running.
- Very concerned about the raised road and how it will affect residences near Officeworks. How high will noise walls be?
- Main concern is not having 24/7 curfews on inner eat streets.

South Kingsville

- Noise and vibration of traffic affecting humans and buildings twenty four hours a day seven days a week
- Noise from trucks slowing down long tunnel option
- Noise from trucks slowing down going downhill long tunnel option preferred
- Concern over noise during construction and after completion
- Double storey houses impacted by increased traffic noise, quality and visual impact of barrier will impact house value
- Effect of different ramp options over the West Gate Freeway on noise received at homes near the West Gate Freeway
- Option one trucks will engine brake down the ramp causing excessive noise so tunnels are the best option

Spotswood

- Cars and trucks entering and exiting, trumpet effect
- Increased noise on additional exit and entrance ramps in Yarraville
- Construction noise, day and night for years
- Concerns about elevated structures and noise being carried and sound travelling further
- Elevated trucks will not be able to successfully mitigate against having impacts due to their height, primarily to homes especially with the short tunnel
- Concerns about increased freeway noise on local residents, will barriers be sufficient enough?
- The combination of traffic noise and air quality particularly in relation to trucks able to use the tunnel
- That there will still be trucks on Francis Street so Yarraville residents would be surrounded by vehicle noise pollution

Yarraville

- How long will I need to live without noise barriers during the construction phase, how much construction noise will residents need to live through, how are you going to mitigate this in your traffic noise modelling, we need to protect residents
- Short tunnel option sitting in the front and back yards of residences in that area
- Twenty-four hour seven days a week noise from heavy traffic and all traffic impact on people and wildlife
- Consistent traffic noise
- 91 Moreland Street Cotton Mills between Moreland Street, Parker Street and Maribyrnong Street noise and

diesel pollution will end life and land value, seventy-seven businesses

**Concern: new barriers**

Altona North

- Please ensure new noise reduction fence is of superior material such as concrete

Online

- The sound barriers in place now have not kept up with the increase in traffic which has led to increased traffic noise over the last 20 years. The elevated freeway over Williamstown Road has no sound proofing and this impacts on the liveability of the area. Will any new elevated roadway have sound barriers and the existing Williamstown Road flyover have a sound barrier?
- Online
- The fact that no sound barriers will be installed until after the road is built.
- Also that during the limited community consultation the noise expert informed us that there will be no traffic sound barriers proposed at all directly adjacent to a residential area and kindergarten and sporting grounds frequented by local residents and visitors alike. We were also informed that the noise monitors is not taken at first floor where the noise is loudest.
- Main concern is the new replacement walls especially abutting my house are better than what is currently in place. I would like the new soundproof walls to be higher than what is currently in place especially abutting my property where the current eastbound Millers Road off ramp commences to peel off for the exit and the freeway commences to rise to go over Millers Road. I have visibility of tops of trucks and their associated noise as the current fence is too low.

South Kingsville

- We need noise barriers on every elevated road in any new design that is approved
- Effective barriers
- Please ensure that best practice noise reduction is implemented along the length of the project
- Ability of new noise walls to control noise from existing freeway and the new layout
- Must have high sound barriers along the length of the widening of the freeway during and post construction
- Sound barriers need to be erected before others are taken down
- Sound barriers need to be constructed with quality concrete and at minimum level of existing walls
- Barriers need to have a long life span
- Need effective noise barriers for noise to houses
- Barriers needed at the Williamstown Road off ramp and need to be added at a higher level for West Gate Bridge traffic
- Improvement of sound barriers, visual impact and use of effective materials
- Concern over aesthetics of new barriers, Perspex and clear panels on top to reduce visual impact to residential streets
- Barriers need to be very effective and aesthetically pleasing with lots of trees

Spotswood

- We want noise barriers on the main carriage way on the Millers Road over pass to help noise reduction and barriers on the off ramps
- Noise barriers need to be more substantive than timber
- Want noise barriers on the main carriageway of the Millers Road overpass
- Concerned about freeway barriers being inadequate for sound, vibration and health quality at Ferguson Street Spotswood

**Concern: other**

Altona North

- Noise from exhaust brakes

Docklands

- Totally compromised noise monitoring scheme ignores sleeping hours and public open space

Online

- Interfering with work environment

Spotswood

- Portal is very close to gardens

## **Improvement idea - noise barriers**

### Altona North

- Please ensure temporary noise barriers are erected to replace existing during works
- More consideration for noise walls between Melbourne Road and West Gate Freeway

### Footscray

- If the noise barriers are increased in height, will the barriers have transparent sections above a set height?
- North Melbourne
- Entrance to tunnel opposite Fogarty Avenue, will reverb noise through wall onto this street be an issue? If so, would need increased sound buffering

### Online

- Sound barriers on all elevated roadways! High Concrete sound barriers rather than cheap treated pine sound barriers.
- Knowing the height and positioning of noise walls - am I looking out on a wall? Will it be effective?
- a barricade
- Confirmation of these two questions, Can the noise walls be made of concrete and not wood as it has a life spans of fifty years over wooden walls which only last twenty five years? Can the noise walls be installed on the main carriageway including bridges such as Millers Road? This will reduce noise significantly.
- Ensure sufficient noise walls are installed, noise walls should be high enough to block out as much traffic noise from freeway as possible
- Better sound proofing material, higher and taller walls
- Sound barriers on all elevated roadways near residential areas to keep noise level at or under existing levels
- Sound barriers installed along southern side of West Gate Freeway and on any elevated roadway to separate residential areas of Spotswood and McLean Reserve.
- Appropriate sound barriers to protect our amenity. There is already significant traffic noise from the freeway as it stands now so further traffic and trucks are only going to make things worse. Protection of homes in and around the McLean Reserve.
- Can the noise walls be made of concrete and not wood as it has a life span of fifty years over wooden walls which only last twenty five years? Can the noise walls be installed on the main carriage way including bridges such as Millers Road? This will reduce noise significantly.
- Can vegetation also be planted along the noise walls to help noise reduction in the long term?
- Noise walls need to be constructed completely along the northern side of the west gate freeway, not stopping at the eastern end of the Footscray hockey fields as it presently is now. In the freeway's current state there is noise pollution we are exposed to north of the freeway in this area especially when there is a southern wind which is the case most of the time in Melbourne and particularly when the road is wet. Because the road is elevated the noise really carries and this issue needs to be addressed properly when the new road is built.

### South Kingsville

- Need barriers around McLean Reserve ovals
- Use of Perspex in sound barriers to limit sound and visual impact
- Planting of trees to maintain green feeling of existing West Gate corridor
- Noise barriers like in Flemington of lightweight construction
- Noise barriers on the ground all the way along from Williamstown Road as far as possible to river and some trees
- Concrete barriers needed as wooden ones transmit noise like a guitar board
- How about a green buffer zone in addition to properly designed noise barriers, no more timber fence
- Will these barriers be there for the long term thirty years plus, future planning
- Barriers would really help residents a lot as in all other areas in Melbourne except west

### Spotswood

- Noise barriers made of concrete rather than wood for strength and longevity
- Construction noise at northern portal, can there be a noise wall or some sort of shed over portal to reduce noise
- Please move the entry point for further along the Maribyrnong River away from Yarraville Gardens or ensure sound barriers and tree planting
- To improve noise barriers means concrete not timber, but not over shadow property
- Need temporary moving noise walls during construction

- Agreement that appropriate noise barriers will be erected
- Minimise removal of vegetation when enlarging freeway, plan to add trees behind barriers on residential side for noise adsorption
- Minimise vegetation removal by identifying trees that can remain
- Would like to see the barriers extended closer towards Grieve Parade to help with northerly winds for houses that back on to the reserves

#### Yarraville

- West Gate Freeway widening will create more traffic, so need some quality noise barriers to protect residents in area of Benbow Street as currently no barriers, we see the traffic and hear it continuously, also noise from bridge traffic
- Attractive, edgy and innovative design that blends into and honours the environment Soundproofing
- Quality, artistic, graffiti-resistant noise barriers along the West Gate Freeway on the west side of the bridge and if possible on the bridge too
- I would like the noise barriers to also be sight barriers to any elevated parts of freeway visible from Vernier Street Spotswood
- Remove houses on west side of Hyde Street to accommodate increase in trucks and erect noise barriers
- Put proper noise barriers on west side of bridge and on the West Gate Bridge as well, thanks
- Noise walls must exceed the height of the elevated road

### **Improvement idea - assessment**

#### North Melbourne

- Can we have a test done of noise levels at point of source? As in on CityLink road?
- Noise levels tested at ground level for elevated structures
- No noise testing at night
- Noise data must be made available for Kensington residents
- How are baseline noise readings from Kensington done? We know from the East West Link Comprehensive Impact Statement that VicRoads noise policy already breached

#### Online

- Make sure noise testing is done in all weather and wind conditions especially when it is wet with a southerly wind. Don't try to save money by not constructing noise walls where there is sporting fields and parks like the Footscray hockey fields as the noise travels well past there to residential areas. Conduct the project properly and enhance the area by doing making sure noise walls are put up along this part of road.
- Testing is occurring in Brooklyn from the May 1, 2016 to May 9, 2016 by AECOM where the majority of the wind is northerly. The noise issues are present on southerly winds so I would like the test to be done in all various wind conditions.

#### Spotswood

- Monitor noise in all wind conditions and speeds, not just on arbitrary eighteen hour period
- Longer noise monitoring program to capture a greater data set
- Actual figures and models and something concrete, this is too abstract now

### **Improvement idea - reducing and managing traffic**

#### North Melbourne

- Longer tunnel with lower grade means trucks not accelerating hard for long periods on elevated roads
- Why doesn't CityLink have signs to say no exhaust brakes like on every other sensitive road and resident interface?
- Low speed limits on all new sections of road

#### Online

- Reassurance that the overall volume will decrease from current levels.
- Seeing some evidence of plans that will divert the route of truck traffic
- 24/7 curfews. In other words, trucks need to use the new road.

#### South Kingsville

- Noise from compression breaking into tunnel prefer long tunnel
- Put cameras on the West Gate Freeway now to stop noisy trucks using air brakes now, they have the technology in New South Wales and we need this in Victoria

### **Improvement idea - residential noise mitigation**

#### Docklands

- Free air conditioning
- Free double glazing

#### South Kingsville

- Will double glazing be provided to the zone with high noise impact

#### Spotswood

- Double glazing
- Noise from options three, four and five Hyde Street off ramps in Spotswood, double glazing

#### Yarraville

- Transurban to insulate our rooves

### **Improvement idea - containing noise at night**

#### Footscray

- Noise abatement in docks, especially at night

#### North Melbourne

- Can we have night time noise limits
- Can we have some night time noise limits?

#### Online

- Are there plans to do 24 hour night work for the roadworks? Would be nice not to endure the noise from construction and traffic at night
- Plan to see how they will minimise noise increase, especially at night when we want to sleep

### **Improvement idea - other**

#### Online

- Construction of a tunnel instead of bridges.
- Usual standard used on other free/tollways is sufficient.

#### South Kingsville

- Build long tunnel to keep noise in existing freeway area

#### Spotswood

- No elevated roads, no short tunnel and maximum distance from Yarraville and Spotswood residents for any new infrastructure
- What traffic noise will affect the Yarraville Gardens when is project completed
- Need to prevent overshadowing from noise barriers

#### Yarraville

- People at the Cotton Mills would like an acoustic consultant to advise how they can mitigate the increased noise

### **Comment/query**

#### Footscray

- Somewhat as noise barrier (After talking with the noise specialist, has your thinking on this issue changed? If so, how?)

#### North Melbourne

- Who will be responsible for noise testing after construction?

#### Spotswood

- Not concerned, we currently have noise and pollution on all sides of my street, Western Distributor will reduce pollution with noise barriers
- Sound barriers on elevated ramps (After talking with the noise specialist, has your thinking on this issue changed? If so, how?)
- Good information provided but some hard data would be good (After talking with the noise specialist, has your thinking on this issue changed? If so, how?)

#### Yarraville

- Do not build the short tunnel

## **Traffic – verbatim comments**

### **Concern**

#### Altona North

- Effect on the Central Business District and inner suburban traffic
- Hold ups at connection points with local roads during construction, for example Footscray Road, Dynon Road, Wurundjeri Way and with CityLink

#### Docklands

- Single passenger vehicles coming into city

#### Footscray

- Trucks on all streets and not just some, Buckley Street and Moore Street will still be rat runned
- Sim Street precinct volume changes in the area for noise of Grimes Reserve area
- Any improved capacity will induce demand from Wyndham and further isolate Geelong
- Will the truck traffic bans on Francis Street and others push more trucks onto Napier Street? There is a safety concern with trucks crashing into the rail underpass

#### North Melbourne

- Queensberry Street traffic impacts
- Points of congestion moved west

#### South Kingsville

- Trucks will continue to use existing roads as they will be free and policing of curfews is currently poor and will continue to be
- That the tunnel is built and the trucks do not use it
- Bottlenecks and bank ups of vehicles created from adding extra lanes which means eighty kilometres an hour
- Ends in the city abruptly on roads at capacity
- How will it remove trucks on the West Gate Bridge when a significant number head to the Monash Freeway and Fishermans Bend

#### Spotswood

- Many placard signed trucks will not be allowed access to the tunnel
- Encouragement of more traffic and increased usage of local roads to avoid tolls
- Endless trucks weaving through residential areas counted ninety, one after the other, along Francis Street last week
- Already too much traffic, this will bring more boxed in between Francis Street and new roads for residents
- Additional traffic being pushed on to residential streets during construction
- There is too much traffic, agree and this will mean more

#### Yarraville

- How are Transurban going to funnel container shuttles off Francis Street as they are only going from Brooklyn to the port, why should they use the Western Distributor
- Concerned about getting out of my street during construction what will be put in place to ensure access to freeway and across the bridge
- The long tunnel option

## **Improvement idea – truck restrictions**

#### Footscray

- Truck bans and force non local trucks to use the Western Distributor

#### South Kingsville

- Trucks off residential streets
- Traffic management plans for whole area including side streets to stop drivers using main roads between Hudsons Road and The Avenue, drivers trying to avoid Hudsons Road now and going down all side streets
- Toll structure needs to be moderate otherwise empty tunnel
- Truck bans on residential streets must be part of project or else trucks will continue to rat run
- Need truck ban to Blackshaws Road
- Trucks off residential streets
- Truck curfew on Francis Street needs to be enforced
- Get trucks off Hyde Street, Francis Street and Somerville Road by widening Buckley Street to six lanes and connect directly to Geelong Road as this is a direct truck route



- Enforcement of truck curfews
- Bans and curfews
- Truck ban in Yarraville is essential, otherwise project failure

#### Spotswood

- Please work with the council and community to ensure trucks are removed from local streets including Williamstown Road
- Francis Street, Somerville Road and Barkly Street should be returned to residential streets after construction, that is narrowed, parking, bike lanes added and trucks banned
- If another path for trucks is created, you need to ensure that trucks are removed from Francis Street

#### Yarraville

- Twenty-four hour seven days a week curfews
- Trucks, we need more curfews
- Truck ban should not have exceptions unless household delivery
- Decision on truck bans on Somerville Road and Francis Street should be made now and legislated
- There should be a confirmed commitment to permanent truck curfews along Francis Street

### **Other transport improvements**

#### Altona North

- Inclusion of public transport improvements as part of project, for example frequent buses in dedicated bus lanes

#### Docklands

- Close down CityLink

#### Footscray

- Outer metropolitan ring road a priority
- Getting the trucks off with direct access to the port
- Need arterial road network in west similar to east, such as Springvale Road and Warrigal Road
- Move people on to heavy rail and active transport
- Just do port rail
- Fix Palmers Road
- Get traffic on rail

#### Spotswood

- Rail, river, are we totally focussed on cars and trucks
- More public transport, better trains

### **Improvement idea - other**

#### South Kingsville

- Will container yards be relocated from Somerville Road and Francis Street

#### Yarraville

- No container park movements

### **Comment/query**

#### Footscray

- No more big freeways into the Central Business District
- Trucks out of inner west, for example on Francis Street
- Will added toll cost to trucks push them up to Napier Street? Is there detailed modelling available?

#### North Melbourne

- No overall plan to reduce the need for private car use and to reduce road freight needs

#### Online

- Does this mean Melbourne will be hamstrung with tolls? It is hard enough now trying to negotiate around the toll system. All low income earners non frequent users and visiting tourists will be disadvantaged and penalised. From memory the current Transurban contract was twenty five years is that still the target for the existing tolls or will all these terms be re-negotiated. A viable easy to access non toll road system needs to be easily accessible.

#### Yarraville

- What happened to the previous tunnel option in the area of Sunshine Road, this would have taken traffic

directly from the Ring Road

## **Active transport – verbatim comments**

### **Appleton Dock Road**

#### Footscray

- Cycle under bridge design to Appleton Dock Road

#### Online

- Priority for improvement: Suggest a lightweight cantilevered and suspended cycle bridge could go under Appleton Dock Road and over the slip lane, which could be removable for high loads every 10 years or so. Dog leg is rubbish design

#### Spotswood

- Redesign the bridge at Appleton Dock Road so it is safe

### **Andrews Street**

#### Online

- Priority for improvement: Andrews Street/Derham Street: To call this an off road shared path is to stretch the definition. I agree that this pedestrian and cycle bridge is very useful, but well-hidden so it gets less use than it should
- Important route: Muir Street/Andrews Street: I use this to travel between Spotswood and Kingsville by bicycle. The route is along a sewer easement on the south side of the freeway. Needs to be fixed, would be useful to Lefevre Street and beyond (3 votes – up). If I had known the additional comments were available I would not have made my original comment so full of abbreviations, character limit too stingy

### **Blackshaws Road**

#### Online

- Important route: Blackshaws Road - there is no decent cycling route south to north from the Altona area to meet up with the Federation Trail for city commuting by bicycle. Williamstown is not a direct route. Also Grieve Parade off road cycle path stops short of reaching the Federation Trail just before it crosses the Kororoit Creek south of the freeway. If major changes are to occur from Grieve Parade heading east then good, safe, separated cycling routes need to be adopted as part of the road planning.

#### South Kingsville

- Three thousand plus dwellings planned in Blackshaws Road, same for the old Bradmill site, eight hundred plus at the east end of Blackshaws, local traffic will be horrendous
- Very concerned about vehicles, trucks, diverting to Blackshaws Road under proposed twenty four hours a day, seven days a week bans on Somerville Road and Francis Streets, very poor access to Melbourne Road via Blackshaws Road, endorse twenty four hours a day, seven days a week bans on Blackshaws Road as well and also better access to West Gate Freeway from Millers Road, a double right turn, in light of new three thousand dwelling development, Don Smallgoods, on Blackshaws Road

### **Cruikshank Park**

#### Yarraville

- Cruikshank Park beautiful, Park Avenue would be great to have access from Stony Creek
- I walk from Spotswood along the access road running along freeway behind Vernier Street to the pedestrian overpass and then to Cruikshank Park, I would be happy if this area was upgraded as part of this project with a proper track for cyclists and dog walkers

### **Dynon Road**

#### Docklands

- Connection across Dynon Road to North Melbourne great link for cyclists

#### Footscray

- Bike path connection to Dynon Road path is vital
- Increase cycle accessibility along Dynon Road into North Melbourne

#### Online

- Important route: Dynon Road is my most direct route to work. The path to the west of this spot is excellent but it leads to the busy road overpass that goes over the railway. Footscray Road should not be my only option (2

votes – up)

- Important route: Dynon Road: so much potential for this bike route if only you could get on and off safely. It does not reach into the city and it does not reach into Footscray (2 votes – up)
- Priority for improvement: The Dynon Road missing link needs to be completed, repair the path on northern Dynon Road from Lloyd Street, then link across the creek and railway to Capital City Trail, Abbotsford and Adderley Street to La Trobe Street routes. If this gap was completed it would provide a second route to the city from Footscray, very useful also during construction if the Footscray path had to be closed for a period. Presently the Dynon Road Bridge is too dangerous for cycling. Maybe a shared path could be attached to the side of this bridge?
- Priority for improvement: The Dynon Road bike path needs an extension west and east, waste of money if it is not connected. It is a death trap trying to access it from Footscray, or from city. Could be so good if connected.
- Priority for improvement: Widen Dynon Road to include on road bicycle lanes with buffer zones. This can be done as there is at least six meters road verge to be used on the south side.
- Priority for improvement: Dynon Road: the rail bridge needs to be widened at North Melbourne to accommodate on road bicycle lanes with buffer zones for fitness training and commuter bicycle riders. Road bicycles speed and must be on road.

#### North Melbourne

- Improved crossing of Maribyrnong River at Dynon Road

#### **Federation Trail**

##### Altona North

- Altona to Brooklyn pedestrian bridge needs to connect up with the Federation Trail
- Use pedestrian bridge for bikes connecting up with the Federation Trail, Primula Road busy and hard to cross

##### Docklands

- Grieve Parade connection to Federation Trail

##### Footscray

- Improve Federation Trail, especially around Brooklyn
- Connecting the Federation Trail is extremely important

##### North Melbourne

- More direct cycle path link between Federation Trail and the Maribyrnong River Trail

##### Online

- Priority for improvement: The Federation Trail at this location is badly cracked and has been this way for years with no permanent fix applied. I can fit my fifty millimetre front tyre in it and I do not want to end up dead here.
- Important route: Federation Trail at DN Duanne Reserve: Many tripping hazards on this road (2 votes – up)
- Important route: The Federation Trail is used by many commuter cyclists from Hoppers Crossing and Point Cook to ride to the city. Any works on the freeway must keep this vital link open (2 votes – up)
- Priority for improvement: Ditto, the Federation Trail at this location (near Geelong Road) is badly cracked and has been this way for years with no permanent fix applied. I can fit my fifty millimetre front tyre in it
- Important route: Moore Drive: The off road cycling path heading north along Grieve Parade comes to a stop south of the Kororoit Creek and freeway. It needs to link with the Federation Trail and go all the way into the city unhindered. With no safe south, Altona to north, Federation Trail cycling route, improvements would be of the utmost importance to link cycling commuters to the Federation Trail and have a reasonable direct and safe route to commute from the south west into the city. Good, smooth, wide paths that are where possible separated from the other traffic such as trucks and cars would be fantastic.
- Priority for improvement: The recently Federation Trail opened section from Millers Road to Spotswood needs to be improved to safely feed cyclists onto the Hyde Street route into the city. Freeway widening and improved bike path. Having just completed the new bridge over the railway in the South Kingsville area near the hockey grounds, it is a worry that widening of the freeway may remove this. One would hope that the Western Distributor project would incorporate safe and separate cycling infrastructure. The supposed path south of the freeway that runs from Millers Road eastwards is nothing but a goat track and is useless for commuting. It is unsafe and cannot be considered an alternative.
- Important route: Thank you for connecting at last the Federation walking Trail to Hyde Street. A pedestrian controlled traffic light crossing where the trail finishes would be great too (4 votes – up)
- Priority for improvement: The dock for the punt needs to be relocated to where the Federation Walking Trail meets Hyde Street as it would be a shorter route from the dock on the east side and would make for a quicker

trip across the Yarra River.

- Important route: Hobsons Bay Bicycle Users Group uses this bridge as a safe off road route to the Federation Trail when compared to Millers Road (near Freemans Road/Rosala Avenue)

#### South Kingsville

- Connect Federation walking trail from South Kingsville along train line to Kernot Street level crossing, rail

#### Spotswood

- Connect bike access top of Millers Road to Federation Trail

#### Yarraville

- Extend the Federation Trail
- Maintain a cycling path connection from the Federation Trail to the Stony Creek backwash
- Would like Federation Trail, Stony Creek path and Maribyrnong River frontage cycle trail
- Extension of Federation Trail down to Hyde Street would be fantastic
- Concerned about maintenance of Federation Trail, cracks, weeds, etcetera
- Additional bike path connection between Stony Creek to Federation Trail

### **Ferguson Street**

#### Online

- Important route: Muir Street/Ferguson Street: This bridge allows excellent access from Yarraville to Spotswood and recreational areas like Newport Lakes. There are few alternatives apart from Williamstown Road which is not bike friendly (1 vote – up)
- Priority for improvement: Steel Street/Ferguson Street: Are you sure this is an off road path? If so it is a disgrace. I have tried to cycle along here to cross the freeway because there are no other safe ways but it is in poor condition.

### **Footscray Road**

#### Footscray

- Safety and security of Footscray Road path near CityLink loop and any new grade separation locations

#### Online

- Priority for improvement: Footscray Road/Appleton Dock Road: An intersection at the crest of a bridge.
- Priority for improvement: Footscray Road should have on road bicycle lanes as skinny wheels go to fast on the footpath.
- Priority for improvement: Footscray Road/Pearl River Road: Traffic light sequence should be that the green bike light is on all the time motor vehicles have the green light. Allowing a few cyclists to cross is crazy. It encourages people to go against the red
- Priority for improvement: The Footscray Road bike path ends after the river crossing. If you are wanting to continue west towards West Footscray Station you are without path for about five hundred metres. Can you extend path to university? The Footscray Road bike path is very important. Please keep it in good condition. If possible please extend it in a westerly direction so it joins up with the on road bike path near the university. That is if you are heading west the bike path runs out after the river crossing. If you want to go to west Footscray Station, you have to take a diversion. It makes no sense. That would be a huge improvement. Pat Miller. pmiller@vicbar.com.au
- Priority for improvement: Footscray Road/Sims Street: The crossing is tortuous to navigate and hard to cross in peak traffic. Risk of collision is high.
- Priority for improvement: Footscray Road/Sims Street: The crossing is tortuous to navigate and hard to cross in peak traffic. Risk of collision is high.
- Priority for improvement: Footscray Road/Waterfront Way: The three junctions between CityLink and Docklands all need better sequencing and curbs, encourages light jumping and corner cutting, and puts rare pedestrians and turning vehicles ahead of bikes.
- Priority for improvement: Footscray Road/Docklands Drive: From here to the Maribyrnong River the light sequencing for bikes is sufficiently bad that west traveling cyclists sometimes cycle on the highway to avoid it
- Important route: Footscray Road: Most cyclists from the inner west, south of Footscray at least, use this route to get to the city, it would be fantastic to give it real priority and grow its use (3 votes – up)
- Priority for improvement: Footscray Road: The dog leg pedestrian crossing that links the bottom of the bridge to the path on the ground is hard to navigate and encourages aggressive cyclists to cut corners at speed.
- Priority for improvement: Footscray Road/Docklands Drive: I reckon this is the only intersection I have ever

used where you can pull up at a red light and not get through the following green light before it turns red again because of the volume of bike traffic

- Priority for improvement: Footscray Road: Highly dangerous crossing for cyclists atop a hill with lots of trucks. Cyclists would be better if they had a separate track like the one suspended under the Eastern Freeway in Kooyong.
- Priority for improvement: Footscray Road/Appleton Dock Road: Worst ever constructed intersection if you are on a bike. Serious danger from trucks, slippery tactiles, dock traffic turning left without indicating. It is a long list of problems.

#### Spotswood

- Congestion on the Capital City Trail and Footscray Road path, currently avoid using Docklands Drive

#### Yarraville

- Make the Footscray Road cycle path continuous with no lights and widen bridge cycle path or cycle bridge

### **Francis Street**

#### Online

- Important route: Francis Street is simply too scary to cycle on outside curfew but there is no practical, safe way to get from start of cemetery to shops and businesses beyond, Modscape, MSY, Workware stores and others (1 vote – up)
- Important route: Francis Street/Anderson Reserve: Really needs at least an on road cycle lane to give an alternative to Somerville Road (1 vote – up)
- Priority for improvement: Urgent pedestrian crossing required on Francis Street, the current ones are far too far apart, too much priority given to trucks on Francis Street
- Priority for improvement: Francis Street: Please remove this level crossing and utilise the existing railway to bring public transport to this area.
- Priority for improvement: On road bicycle lanes on Francis Street that connect with Millers Road please

#### Yarraville

- Make it safer to ride along Francis Street to Hyde Street

### **Hopkins Street**

#### Online

- Important route: Hopkins Street/Moreland Street: The road is wide along here and it could accommodate a separated bike path that joins the excellent existing one to the east. This could disperse bike traffic away from Footscray Road (2 votes – up)
- Priority for improvement: Hopkins Street/Whitehall Street: Continue on road bicycle lanes from Barkly Street and Hopkins Street to Dynon Road through road widening. Include buffer zones as are on Hyde Street.
- Important route: Hopkins Street: The road needs a bike lane.

### **Hyde Street**

#### Footscray

- Hyde Street Option 1 is not preferred for cyclists who use the road as leaving Federation Trail to head north to the city they need to cross an intersection, the other options are better as truck traffic north of this intersection will now be less riding, Hyde Street will now be more pleasant for those who find the Shepherd Path and all its driveway and street crossings too slow

#### Online

- Important route: This path needs to be linked from Hyde Street Reserve to Williamstown Road to complete the Federation Trail (11 votes – up). This will require consultation with Melbourne Water and the golf course as the most obvious pathway would cross their land. This would open up access and thereby allow the community to greatly improve the surrounding areas through community plantings.
- Important route: Hyde Street southern route and the northern cycle path that meet at Shepherd Bridge then onto Docklands is a major cycling commuter route to the city. Imperative it remains open and is improved (2 votes – up). Thousands of cyclists travel the route over Shepherd Bridge into the city via Docklands. It is a major commute route. I counted over five hundred heading to the city in one two hour period, 7am to 9am for the Bicycle Network Super Tuesday bike count a few years back and cyclists have increased substantially in recent years. During the construction, it is imperative that these routes remain open as public transport would not cope with the increased patronage if cyclists are forced off their daily commute onto other options. Trains

in the west are already over capacity.

- Important route: Hyde Street/Globe Street: As a main north south thoroughfare at least an on road bike lane is vital. Ideally as truck traffic increases, an on or off road physically separated lane would be critical (4 votes – up, 2 votes - down). This is the main thoroughfare for bikes to Williamstown and also has an increasing use by weekend recreational riders following the coast.
- Important route: Hyde Street/Lennox Street: Main on road training route for many training cyclists from all over Melbourne. Use this road to head north to Flemington regularly. Cycling speed is high therefore not suitable for the path (4 votes – up)
- Important route: Hyde Street: Important on road route to Footscray from Altona. Must be retained (11 votes – up)
- Important route: Hyde Street is a major collector for training and commuter bicycle riders and must be protected as it is dangerous to ride a bicycle on the footpath at thirty five kilometres an hour as has been seen in the past (6 votes – up)
- Priority for improvement: Hyde Street between Francis Street and Stony Creek Reserve: Why is there no bike lane here now? There is space for one and it should be continuous from under the West Gate Bridge heading north. The shared path is unsuitable for commuters.
- Priority for improvement: Hyde Street is a high speed bicycle training and commuting collector for the whole of the southwest. On road bicycle lanes with buffer zones as has Hyde Street north of Francis Street are a must have.
- Priority for improvement: Hyde Street: Many drivers rush up to the intersections from side streets without looking for cyclists on the cycling path, the current warning signs are ineffective
- Priority for improvement: Hyde Street/Francis Street: Off roadway cycle and walking track should be a requirement of this project.

#### South Kingsville

- Would like on road bike facilities on Hyde Street to complete missing link from Francis Street to Simcock Street, travels fast 40 kilometres an hour cannot use off road safely
- Bicycles are vehicles according to VicRoads they do not belong on footpaths, build on road bicycle lanes with buffer zones on Hyde Street
- Please consider treatment to Hyde Street and Francis Street intersection
- Hyde Street and Francis Street intersection, prioritise signals for pedestrians and cyclists, early start light for cyclists, make it less hostile for all user groups
- Hyde Street and Francis Street intersection, talk to Mobil to get them to contribute some positive outcomes to this project such as setback, fence treatment, there must be something
- Bicycle lanes with buffer zones on all of Hyde Street and single lanes on Hyde Street north of Francis Street, no interchange

#### **Kororoit Creek trail**

##### Footscray

- General Motors to fund like Toyota funding Kororoit Trail in Altona, pedestrian and cycle path across the West Gate Bridge by hanging under

##### North Melbourne

- Continue the Kororoit Creek trail to Bay Trail using the creek surrounds

##### Online

- Priority for improvement: The Kororoit Creek Trail is on its way to Altona
- Important route: To complete the Kororoit Creek Trail from Federation Trail to the bay would be an incredible legacy of this project if it was done (5 votes – up)

#### **Maribyrnong River**

##### Altona North

- Supportive of project, waterfront bike access high priority along Maribyrnong River

##### Docklands

- Footscray Wharf Maribyrnong River frontage west side pedestrian and cycle clearances under all bridge structures

##### Online

- Important route: Completing this route along the Maribyrnong River from Stony Creek to Maribyrnong Street

would be vital. This could be extended Federation Trail Route. Also getting off the road improve our safety (2 votes – up). I am happy to get in touch with you about this idea or need more clarification. I am aware that this is industrial land. Cannot use for bike or walking path.

#### South Kingsville

- Make Maribyrnong River crossing safe
- I support a shared path continuation along Maribyrnong River trail to Somerville Road to reduce conflict at Moreland Street, 91 Moreland Cotton Mills, between driveway and cyclists

#### Yarraville

- Build Bay Trail extension along the Maribyrnong River to Williamstown

### **Millers Road**

#### Online

- Important route: Millers Road: Bike lane needed for cyclists to get to Federation Trail from Altona North (1 vote – up)
- Important route: Millers Road: With heavy truck traffic down this road clear bike lanes must be marked on this road
- Important route: Geelong Road and Millers Road intersection need to be redesigned, very heavy truck traffic going through here
- Priority for improvement: Millers Road under the freeway overpass can be widened by at least by two meters by moving the footpaths close to the overpass supports and then on road bicycle lanes can be created. Thankyou
- Priority for improvement: Millers Road/Duosa Road: This is positively scary on a bike. There is no bike lane, huge trucks and I have to ride on the footpath to get to the other side of the West Gate Freeway and the Federation Trail.
- Priority for improvement: Millers Road is getting busier, it is important to put the safety of the pedestrians and cyclists crossing this road to get to the bus stop on the other side of road. This crossing is very dangerous as it is now. As Millers Road getting busier it is important to put the safety of the pedestrians and cyclists crossing this road to get to bus stop on the other side of the road. I have witnessed and experienced many heavy trucks ignore the pedestrian traffic light and stopping on the designed crossing, blocking the walkway, forcing pedestrian and cyclist to walk around the truck. Overhead walkway bridge should be considered.
- Priority for improvement: How about connecting Millers Road all of the way through to Sunshine Road, It would be easier than going by McDonald Road. Oh, what about redesigning the whole Geelong Road and Millers Road intersection.
- Priority for improvement: Millers Road under the freeway overpass can be widened by three meters by moving the footpaths near overpass supports and on road bicycle lanes can be created to provide access to Federation Trail without the footbridge

### **Moonee Ponds Creek Trail**

#### Docklands

- Many more will use Moonee Ponds Creek trail with Arden/Macaulay and E-Gate provided this nonsense is abandoned

#### Online

- Priority for improvement: The footpath over Moonee Ponds Creek is too narrow to be shared. It is extremely dangerous to two way bicycle rider traffic and there has been a bicycle rider killed here.

### **Napier Street**

#### Footscray

- Concerned about pedestrian safety at the Napier Street underpass, container truck overturning onto pedestrian path recently

#### Online

- Important route: Napier Street between Hyde Street and Cowper Street: One lane should be made into a bike lane here like Hyde Street bike lane.
- Priority for improvement: Napier Street between Moreland Street and Maribyrnong Street: Beautiful spacious bike path feeds into gnarly traffic hell, this is awfully dangerous and needs to be addressed
- Priority for improvement: Napier Street between Nicholson Street and Hyde Street: There is no bike lane here

and there needs to be. Bikes have to compete with trucks on a narrow road.

- Priority for improvement: Napier Street/Moreland Street: I do not use the Footscray Road bike path because of this slip lane. I want to continue going west to Buckley Street but I am convinced that I will get hit for six one day trying to cross here.

### **Shepherds Bridge**

#### Docklands

- An alternative cycle route from Shepherds Bridge south is required as Moreland Street is, and will get more dangerous

#### Footscray

- Connecting Footscray Central Business District with Shepherd Bridge as there is no bike path there at the moment

#### Online

- Priority for improvement: The improvements to Shepherds Bridge have been good but it is still too narrow, especially when there is bike traffic going both ways and a speeding truck heading west in the left lane on the road.

#### South Kingsville

- Continued improvement required for Shepherd Bridge, such as removing poles from cycle path

### **Simcock Avenue**

#### Docklands

- Simcock Avenue bike lane if putting more traffic on this road
- Depending on changes to Simcock Avenue as Simcock Avenue is used as local cycle access between Hyde Street and Douglas Parade and Spotswood, impacts if increased truck and car traffic, possible bike lane?

#### Online

- Priority for improvement: On road bicycle lanes are needed at Simcock Avenue to provide increased safety of bicycle riders riding with trucks through this location.
- Priority for improvement: Traffic lights at Simcock Avenue for turning traffic. Driving north has produced a lot of surprises here in this way for drivers. Wider bends here with long tunnel Option Five.
- Priority for improvement: Connect the Hyde Street on and off ramps to Simcock Avenue using big sweeping bends to prevent truck rollovers. Douglas Parade needs to be a T-junction with Hyde Street and Hyde Street needs to directly with Simcock Avenue

### **Sims Street**

#### Footscray

- Sims Street crossing needs improvement
- With the new Shepherd Bridge shared path, taking this across Sims Street is a must, good to see it back in the discussions
- Make sure there is a connection from Maribyrnong River Trail to the pedestrian bridge to Sims Street to trail, west side river trail to east side river trail

### **Somerville Road**

#### Docklands

- Additional connection from end of Somerville Road is a great idea

#### Online

- Important route: Somerville Road is the only east west marked cycle route through Yarraville but currently a death trap due to trucks. If the tunnel goes ahead, it needs a truck ban here to benefit cyclists (1 vote up)

#### South Kingsville

- Somerville Road bike lanes are in door zone of parked cars, getting to Parker Street from Hyde Street is difficult in peak traffic

### **Wembley Avenue**

#### Online

- Priority for improvement: The laneway on the south side of the freeway that provides the Hobsons Bay Bicycle User Group access to the Wembley Avenue footbridge is in very poor condition.



- Priority for improvement: It is important that before the Wembley Avenue footbridge is removed a shared footpath along the south side of the train line from Moresby Street and Greene Street be built to get people to the Federation Trail. Without this shared footpath pedestrians and bicycle riders will have to travel on road where there is no footpath to get to the Federation Trail from South Kingsville
- Important route: The footbridge at Wembley Avenue is the preferred route from Kingsville South that the Hobsons Bay Bicycle Users Group uses to avoid riding on road on The Avenue and Fogarty Street to get to the Federation Trail.
- Important route: Crossing the footbridge at Wembley Avenue provides the Hobsons Bay Bicycle User Group with a safer route to the Federation Trail from Kingsville South than riding on road via The Avenue and Fogarty Street

### **West Gate Bridge/Freeway**

#### Altona North

- Need to keep pedestrian bridges over West Gate Freeway
- Put a bike tube each side of the West Gate Freeway and Bridge, both inbound and outbound, bikes going over the bridge could have an e-tag funded by General Motors as a legacy as they leave
- Cycle tube inbound and outbound attached to the West Gate Bridge with solar panels that light up at night, Light-Emitting Diode

#### Footscray

- Hang a bike and pedestrian path off the West Gate Bridge to connect Port Melbourne, paid for by General Motors Holden vacating Fishermans Bend

#### Online

- Priority for improvement: On the north side of the West Gate Freeway near Williamstown Road there are grates in the path that are dangerous for bicycle riders.
- Priority for improvement: I am concerned that by widening the freeway to twelve lanes the amount of pollution cyclists breathe will be increased. More cars and trucks mean more air pollution. How will our health be protected?

### **Whitehall Street**

#### Online

- Important route: Make Whitehall Street between Footscray Road and Dynon Road fifty kilometres an hour, reduce to one lane with bike lane like Hyde Street as this will discourage through traffic and better connect Footscray to the river.
- Priority for improvement: A shared footpath on the east side of Whitehall Street south of Somerville Road would be a direct route safer with less driveway and street crossings and with less dangerous traffic light crossings.
- Priority for improvement: A new shared footpath is needed along the eastern side of Whitehall Street at this location needing to continue and turn right at Francis Street, it will minimise the crossing of roads by bicycle riders

### **Single reference to location**

#### Footscray

- Unclear if the pedestrian bridge is being retained for school access to Wembley Primary School from the south

#### North Melbourne

- Pedestrian and cycling network in Dryburgh Street and Macaulay Road will need upgrading with new development, so will need traffic calming
- Downgrade of Spencer Street for bicycle lane

#### South Kingsville

- Take away conflicts along Whitehall Street with shared paths and driveways
- Pedestrian and cyclist conflict, a danger to pedestrians, on Moreland Street shared path
- What impact will the widening of the West Gate Freeway have on location of footbridge on Fogarty Avenue?

### **Other - unspecified location**

#### Altona North

- Bike network needs to be connected, it's not all about cars

### Docklands

- Increase vegetation and maintain good lighting for all cycle paths

### Footscray

- Bicycle path quality is very poor and should be improved as part of the project
- Keep cyclists separated from traffic
- Improve paths, wider, more lighting, no crossing roads
- Upgrading bicycle paths and absolute must
- Bike paths need to be safe and well-coordinated, not designed by a car driver
- Get trucks off residential roads

### Online

- Important route: Connect up well sign posted bike routes to Werribee from Williamstown (1 vote – up). Bike paths need to be linked in the west and well signposted with distances
- Priority for improvement: In a word, overgrowth, overgrowth and overgrowth
- Priority for improvement: Bakehouse Road - this is not an alternative route from east to west because the railway bridge is very narrow with no room at all for a bike lane. It would be dangerous to detour bikes through here during construction
- Important route: Need a bike path on Ballarat Road to get to university from the west or to the Maribyrnong River. Used to use this route to get home from work but opt for a route where cars are not travelling as fast
- Important route: Douglas Parade: Main north south route must be retained and kept open during construction (5 votes – up)
- Priority for improvement: Footscray Park: This area is very well used by cyclists, however really needs more lighting
- Important route: I cycle to work from Seaholme to Aberfeldie each day. Millers Road onto Geelong Road, Gordon Street and Van Ness Avenue, I see many cyclists using the above route (Gordon Street) (1 vote – up)
- Priority for improvement: Hall Street: As part of the long tunnel Option Five can the eastbound ramp be routed east of Socobel to provide a wider radius safer bend and prevent tanker rollovers
- Priority for improvement: This land is a waste space. Can we have access to there, extend Stony Creek Park. Improve bush, flowers and new walking paths.
- Priority for improvement: Newells Paddock: This area is very well used by cyclists, however really needs more lighting.
- Important route: The Boulevard/Eirene Street: Completing this section would create a continuous link from Geelong Road along Stony Creek to Williamstown Road. A continuous path all the way along Stony Creek would be of great value (9 votes – up). Personally my family and I love riding along the creek, however, the paths are discontinuous which is hard, especially for my kids
- Priority for improvement: Good grief, make the Tottenham Tunnel four traffic lanes with on road bicycle lanes please. I have to sprint through here on the treadmill.
- Priority for improvement: On road bicycle lanes on Sunshine Road all of the way to Sunshine thanks. It is ridiculous and dangerous to be made to ride a racing bicycle at thirty five kilometres an hour on a footpath particularly for pedestrians
- Important route: Huge gap in cycling paths running north and south, Williamstown Road is a nightmare despite being the most obvious and direct route

### South Kingsville

- Use of engine brakes from fuel and trucks pollution from stop and start diesel
- Bike paths with amenity, shade not all hard or hot surfaces, protection from debris and runoff from elevated roads, manage drainage of path to avoid flooding

### Spotswood

- Keep access open for cyclists during construction

### Yarraville

- More bike paths

## **Urban design – verbatim comments**

### **Identity (distinctive, landscaped, designed for communities and users)**

#### Altona North

- The project will be expensive enough already so I would not waste money on non-functional cosmetic features

such as the towers on the Bolte Bridge

- Revegetate area along road reserve south of Primula Avenue before Millers Road

#### Docklands

- Environment
- Heritage
- Community

#### Footscray

- Bridges should talk to each other, urban design
- Really dislike the current urban design for the crossing over the Maribyrnong River, can we have more options?
- Design of the bridge has to recognise and be sympathetic to heritage of old bridges
- Urban design to focus on future aspirations for the area, rather than just the past, particularly the bridge
- New place names? For example, for bridges, trails, parks and intersections
- More greenery along the corridor of the project please
- Needs to be sympathetic to the area
- Interesting and beautiful noise barriers and air ventilation stacks that tap into the look and feel of nature and surrounds

#### South Kingsville

- Landscaping needs addressing
- West is often neglected when it comes to urban design, we need better
- Aesthetics are important

#### Spotswood

- Village in a city, history, grit, gumption, on the negative concrete, not green enough
- Trucks, Spotswood, community amenity
- Major reduction in vegetation, West Gate Freeway, Williamstown Road and Millers Road offsets mentioned, equality
- Public transport green up
- Green, green, green, please use plants and trees round new developments to help air quality, sound and visual impact
- Keep all large current gum trees between roads and houses as the walls are really ugly and prison like, trees screen better
- Good luck in establishing and maintaining open and green space like this in the dry, clay soils of the West, these visuals are not an appropriate representation of our possible local urban spaces
- It is difficult to believe these manicured landscapes are what Stony Creek Reserve could look like with the short tunnel option
- Again, total misrepresentation of the possibilities of vegetation and open space in the two surrounding municipalities
- Are they realistic and relevant or are they just other plantings which add no or little amenity to the local area

#### Yarraville

- Those flyovers that are unavoidable can be made attractive with form, colour and lighting
- Please ensure that functional elements are made aesthetically pleasing, often this takes only little design tweaks, for example cross section of a pylon
- Keeping planting scheme along noise walls
- Bridges simple, elegant, artistic
- Green space
- Incorporate sculpture
- Green
- Connected
- Unique
- Trains
- Trams
- Buses
- Little green wedge
- Green

- Landscaping that is well maintained long after the ribbon is cut on the opening of the road

### **Connectivity and wayfinding (signage, connections with other transport)**

#### South Kingsville

- Do not forget the cyclists
- Better cycling and pedestrian routes
- Cycling track needs to be completed

#### Spotswood

- Public transport

#### Yarraville

- Shared user paths
- Pedestrian bridges

### **Urban integration (open space environment for community and users)**

#### Footscray

- More natural for park and green spaces
- Crossings of Moonee Ponds Creek, too many bridges and crossings on angles that maximises shadow impact

#### South Kingsville

- More trees as a buffer to houses
- Tunnel ventilation design
- Integration of elements around recreational areas and parks
- We need to preserve green space and minimise ugly flyovers for the future generation, tunnels for traffic is a better future plan

#### Spotswood

- Real concern about the loss of vegetation and visual amenity
- Noise, lack of sound walls especially at Spotswood reserve

#### Yarraville

- An elevated road over Stony Creek is a big black mark for amenity
- Ventilation stacks should be very sculptural, love a design competition
- Minimise damage to golf course

### **Resilience and sustainability (enduring, sustainable)**

#### Altona North

- Need more consideration and factoring for noise walls

#### Footscray

- Climate change, think about detailed design, for example metal seating, bitumen and shade, as well as the big picture
- Future proof the design by leaving space along Footscray Road for potential tram extension with E-Gate and Flower Market redevelopment, do not want to lose potential for public transport options at a later date
- Pedestrian friendly connections for prams, wheelchairs, elderly, there will be five thousand new residents on Hopkins Street
- Coloured glass or Perspex not preferred

#### South Kingsville

- Quality noise barriers and landscaping no more timber fence
- Quality materials for noise barriers

#### Spotswood

- think that a timeless design is vital, too many constructions looked great in the nineteen seventies and are now usually eyesores
- Resilience and sustainability, sustain our parkland, make our infrastructure resilient to change, long tunnel option is best

#### Yarraville

- Practicality

### **Amenity (environment through which motorway passes)**

#### Altona North

- Look at replacing old cyclone fence along boundary of road reserve and current noise barriers south of Primula Avenue before Millers Road

#### Docklands

- Amenity

#### North Melbourne

- Compared to the south and eastern suburbs the noise walls in the west have been ugly Aesthetic design please

#### South Kingsville

- Amenity
- Please keep Footscray Road tree lined

#### Spotswood

- The current highway lights need to be addressed, the way they shine down in the houses is terrible
- Reduce noise and visual impact
- No elevated roads
- My key concerns are traffic pollution and noise, I also do not want to see the destruction of parkland
- What is it like for the residents behind these walls
- Highway is neighbour, walls are ugly, trees are better, light too bright, lights too tall

#### Yarraville

- If you can encourage the redevelopment of the land to the south of the bridge it has to be better
- Please no tension cables
- Amenity

### **Vibrancy (civic spaces, good experiences)**

#### Docklands

- Vibrancy
- Prevent formation of dead spaces or no go zones which these roads potentially generate

#### South Kingsville

- Look at options to activate the area under the freeway such as bouldering walls and art work

#### Spotswood

- Community connection and access to quality open space
- I utilise the park every morning and night running my dog and enjoying the parkland, the short tunnel will undoubtedly destroy this experience for all local residents, the park will not be functional or appealing with a tunnel running through it
- The short tunnel will result in creating a parkland that local residents will not want to utilise thus encouraging anti-social behaviour in this currently thriving local space which personally I use approximately fifteen times per week
- Community connection and access to quality open space
- Safe and usable open space, the short tunnel cuts Hyde Street Reserve in half which is detrimental to its positive use

#### Yarraville

- Pedestrian connectivity, green streets, pedestrian friendly outdoor spaces
- Public realm and festival space
- Bright and engaging landscapes, nature and urban plaza settings

### **Safety**

#### Altona North

- Safety, vehicles hitting wall and items coming over barriers

#### Docklands

- Safety

#### Footscray

- Safety and security of Footscray Road path near CityLink loop and any new grade separation locations

#### South Kingsville

- Safety

#### Spotswood

- Screening to protect motorists from golf balls such as EastLink in Ringwood and CityLink in Burnley

#### Yarraville

- Safety

#### **Accessibility**

##### Docklands

- Accessibility

##### South Kingsville

- Important to keep sunlight on the cycle path year round especially on Footscray Road, it would be better for the cycle path to be on the north side of the road
- Accessibility

#### **Comments**

##### South Kingsville

- Where is the business case, public should know, publish now please
- Move the Port out of the Central Business District
- Keep golf club as priority
- Public disclosure of all testing of air quality, groundwater and noise tests
- What would light level be like under Footscray Road elevated bypass

##### Spotswood

- Let us hope the Urban Design pictures become reality
- My area is currently semi-destroyed by trucks, toxic land, high tension pylons, and scrappy attempts at landscaped parkland, the way I see if the short tunnel option will fix this
- Reduce traffic on local residential
- Trucks with placards will not be allowed in tunnel, am I correct
- Securing the AusNet land and expanding the park space with the short tunnel option is not going to incentivise local residents to use this space which has a tunnel and traffic and noise running through it, this contradicts everything that people want to experience from parkland, this is not a fair and reasonable compromise
- With the short tunnel the impact on local residence is too significant from noise pollution, air pollution, loss of open space, visual impacts, property value impacts and negative impact on lifestyle
- Heat islands
- Offsets
- Offsets: Bioregions
- Offsets in the 'bioregion' may be 10 kilometres away and the immediate area surrounding the built environment must be soft landscape, for so many visual, amenity, health, mental and physical reasons
- Have you ever seen Prison Break
- Love what was done for this project, great tunnel entrance, this is why my preference is for the short tunnel
- How come current CityLink looks nothing like this

##### Yarraville

- Timeline

## Appendix 7 – Concept Design feedback analysis by category and theme

### Email and other formal submissions – verbatim comments

#### Key design considerations

##### Overall design

##### Concern - other

- Also I am concerned regarding the impact of the value of our house that we have not long purchased. This is of high concern especially as we are a family of three whom are very happy and intend to live a long and peaceful live in Spotswood.
- Sustainable Transport: Background. In addition to “off road” cycling and walking paths, Hyde St “on road” is a major commuting and training road as it offers wide bike lanes and uninterrupted flow for much of its length. Concerns: How to access (and safely utilise) sustainable transport options and how the project impacts current cycling routes. Consideration of any new bicycle routes that are planned. If more trucks and heavy vehicles are pushed onto local roads, what is the risk to cyclists and pedestrians? Hyde Street is a major cycling and pedestrian link.
- I object strongly to the limited time we have been given to consider the options and the limited amount of data related to these options.
- I would like to express my disappointment in you and your choice to add the extra options for the western distributor and the lack of information you have given to the residents of Spotswood. The focus has been on the long and short tunnel with information hidden in PDF files on your website about the elevated truck platforms!
- as a matter of urgency, to reassure communities in the Hobsons Bay LGA that options 3, 4 and 5 have been abandoned. Thank you for the opportunity to provide this feedback.
- I am a parent of a child currently attending Emma McLean Kinder, I am also Vice President on the committee. We have only been made aware of the Western distributor project in the last few weeks and I already have several concerns as followed: CLG local members are made up of 8 from the north side and only 2 from the south side. Considering 4 of the 5 options directly impact the south side I feel more representatives from the south should have been appointed.
- We recently received some correspondence from Transurban regarding the Western Distributor Project. Whilst we fully support the project's endeavour to provide an alternate route to the West Gate Bridge we feel compelled to express our concern about how it is executed
- I have lived in Spotswood my whole life and played at the Spotswood Football Club located on the Donald McLean Reserve and Sporting facilities and have never considered moving from this great suburb until I saw this mess on your website two days ago. I would also like to add that the sneaky way you have gone about hiding this information is dishonest and a complete disgrace.

##### Concern – proximity of road/structures

- I am writing to you and pleading with you, as a mother of three children that have attended, do attend and will attend Emma McLean kindergarten, Hope Street, Spotswood. I am so worried that if certain plans to upgrade the Westgate Bridge take place, this will gravely affect the health and well-being of the children that attend this kindergarten.
- I am very disappointed that running these options close to the kindergarten didn't even get a mention as a key disadvantage when disturbance to local sporting facilities did.
- There is a statement on the website that states the project may be able to be delivered without acquisition. That may not be the preferred outcome for some residents, me included in Eirene Street, Yarraville (address provided, not published). I don't necessarily want to be adjacent to a tunnel entry, I certainly don't want to live next to a massive construction area of a lengthy period and am concerned about negative impact to the value of my property. Has any consideration been given to these items I raise?
- One of the key points as mentioned by Western Distributor is to get '75% of trucks off Francis street and Somerville road'. Four options they have put forward is to transfer the problem from the north to the south! Not only that, but place those same dangerous goods trucks and emissions in close proximity to a Kinder. When attending the science works information night on the 28th it was clear all answers from Western Distributor

had been contrived. When asking 4 of the staff the same question the exact same answer, which didn't answer the question, was given. I was directed to the air quality consultant who could not give me one fact or figure as to how this would affect the kinder during construction and completion of the project. Astonishingly I was informed no test would be conducted until one option had been selected. Essentially too late to raise concerns. All feedback is given on an informal post-it note and I question how legitimate this form of communication is. When questioned on this method staff assured me all information is collated and put forward. May I please view this? I would appreciate your speedy reply due to the rapid nature in which the project seems to be moving ahead.

#### **Concern – noise**

- I am writing to inform you of my concerns regarding some of the options proposed by the Western Distributor. I am a resident of Spotswood and live in Derham Street (address provided, not published). I am concerned at the impact it will have on our house from noise and pollution.
- Noise attenuation: Background. Spotswood-South Kingsville residents experience significant amenity impacts for current freeway noise. Existing sound wall and attenuation measures are inadequate, visually inappropriate and have not been constructed or maintained to current day standards.
- New Access ramps to Hyde Street will increase traffic noise to Hope Street, Hall Street and residents east of the railway line could have new noise and amenity implications.
- Current vegetation along the freeway assists with noise reduction. Removing vegetation for widening and construction purposes could increase noise. In addition, lack of space for a significant landscaping corridor will result in minimal opportunity for a significant landscape canopy to soften impact.

#### **Concern – amenity and visual**

- New Access ramps to Hyde Street will increase traffic noise to Hope Street, Hall Street and residents east of the railway line could have new noise and amenity implications.
- Current vegetation along the freeway assists with noise reduction. Removing vegetation for widening and construction purposes could increase noise. In addition, lack of space for a significant landscaping corridor will result in minimal opportunity for a significant landscape canopy to soften impact.
- Visual impact and amenity: Background: There is significant vegetation along the outside verge of the freeway that improves the visual aspect. This has been established over a long period. Concerns: Construction of proposed flyovers and ramps creates a new visual impact for the community.
- MTAG's support of this project is conditional; we have consistently communicated this position from the project's announcement. The conditions that must be met for our approval are achievable and affordable for a project of this scale. Our community is long overdue for a real solution to the impacts of over 21,000 truck movements each day. For decades we have paid the price of having a majority of Melbourne's freight movements on our streets. Trucks pass just metres from our homes, families, schools and community centres. Every hour, every day, every week, year after year trucks are poisoning us with cancer causing diesel emissions. We have paid the price with our health and loss of amenity for our community. The City of Maribyrnong has asthma rates 50% higher than the Victorian average, we have the state's highest hospital admission rates for children aged 0-16 and we are admitted to hospitals for respiratory issues at rates 171% above the Australian average. Truck related air pollution has seen Yarraville's inclusion in Environmental Justice Australia's top ten air pollution hotspots in Australia.

#### **Concern – construction**

- Construction Impacts: Background. It is anticipated that there will be a significant detrimental impact on the community during the construction phase of this project. Concerns: How will the following be managed - impact to traffic, access and parking during construction particularly The Avenue, Hope Street, Hall Street and Simcock Avenue. The continuous movement of heavy machinery in and around congested, narrow local streets and concern to public safety and road damage. Construction noise particularly if evening or night works are required. Disturbance and removal of contaminated soils around local residential areas, recreational areas and the kindergarten arising from the construction works.
- Dilapidation Surveys: Background. Feedback has been received that on similar projects, damage has been sustained to residences in close proximity to the construction works that was not acknowledged or redressed by the construction group.



- Community Amenity upgrades: Background. It is anticipated that there will be a significant detrimental impact on the community during the construction phase of this project, and further long term impacts as a result of the project.
- I would also like further information regarding compensation to households who like mine will be surrounded by noise, dust and construction whilst the widening of the freeway is completed just metres from my house. As a shift worker I was unable to attend an information night. I do note that Rhys and Bridget did drop by my house on 13/04/2016 to discuss the project, unfortunately I was also at work at this time. I hope my feedback is taken into account

#### **Concern – air quality**

- I am writing to inform you of my concerns regarding some of the options proposed by the Western Distributor. I am a resident of Spotswood and live in Derham Street (address provided, not published). I am concerned at the impact it will have on our house from noise and pollution.
- Air Quality Background. There are local residents, kindergarten and recreational reserves very near the proximity to the Hyde St access routes on the southern side of the freeway as well as those currently living adjacent to existing freeway. Concerns: The increased traffic, especially heavy vehicles, will lead to significant increased air pollution to those groups due to the Hyde Street exit ramps
- MTAG's support of this project is conditional; we have consistently communicated this position from the project's announcement. The conditions that must be met for our approval are achievable and affordable for a project of this scale. Our community is long overdue for a real solution to the impacts of over 21,000 truck movements each day. For decades we have paid the price of having a majority of Melbourne's freight movements on our streets. Trucks pass just metres from our homes, families, schools and community centres. Every hour, every day, every week, year after year trucks are poisoning us with cancer causing diesel emissions. We have paid the price with our health and loss of amenity for our community. The City of Maribyrnong has asthma rates 50% higher than the Victorian average, we have the state's highest hospital admission rates for children aged 0-16 and we are admitted to hospitals for respiratory issues at rates 171% above the Australian average. Truck related air pollution has seen Yarraville's inclusion in Environmental Justice Australia's top ten air pollution hotspots in Australia.

#### **Concern – open space**

- The Western Distributor Project aims to decongest arterials and, ultimately, improve access to the western suburbs. It goes without saying that increasing Melbournians' access to the west will also increase the inner west's population and, by extension, the need for public space, education and community sporting facilities. It would seem counterproductive, then, if the project would be delivered at the expense of the very facilities for which it is creating a demand.
- Open Space and Recreational Reserves: Background. Spotswood-South Kingsville has limited open space and the reserve is used by residents for recreation, dog walking, child playground and local sporting facilities, which are well attended by local residents. Concern: A potential negative impact on the use of recreational space and/or loss of recreational space. In particular, the DW McLean Reserve and Westgate Golf Club, which are adjacent to the current freeway.
- Negative impacts to well used open space

#### **Concern – traffic flow and congestion**

- Impact on Local Roads and Traffic Flow: Background. Currently there are relatively low levels of traffic in South Kingsville and Spotswood along Douglas Parade and Hyde Street and traffic flows well. The main bottleneck being Williamstown Rd and its feeder roads in the morning. Concerns: Flow on impacts from toll avoidance to local traffic flows and parking around the activity centre and businesses along Hudson Road. Increased dangerous good loads on local roads, not only impacting residents, but the impact on local community facilities, Kindergarten, local shopping strips and community attractors such as Scienceworks.
- MTAG's support of this project is conditional; we have consistently communicated this position from the project's announcement. The conditions that must be met for our approval are achievable and affordable for a project of this scale. Our community is long overdue for a real solution to the impacts of over 21,000 truck movements each day. For decades we have paid the price of having a majority of Melbourne's freight movements on our streets. Trucks pass just metres from our homes, families, schools and community centres. Every hour, every day, every week, year after year trucks are poisoning us with cancer causing diesel emissions. We have paid the price with our health and loss of amenity for our community. The City of

Maribyrnong has asthma rates 50% higher than the Victorian average, we have the state's highest hospital admission rates for children aged 0-16 and we are admitted to hospitals for respiratory issues at rates 171% above the Australian average. Truck related air pollution has seen Yarraville's inclusion in Environmental Justice Australia's top ten air pollution hotspots in Australia.

#### **Advantages – other**

- I write with regards to an article in today's edition of the Herald Sun newspaper about the proposal for the Western Distributor. I personally am supportive of this project and in my opinion the faster it is built and completed, the better it will be for motorists tired of traffic filled roads and freeways. Regardless of the views of protesters or those living in Yarraville and surrounds, I still think the proposed project should go ahead regardless and sooner rather than later.
- Federation Trail - The completion of the Federation Trail to Hyde Street is proposed to form part of the Western Distributor. We understand that part of the trail would be located within the Hyde Street Reserve, likely including a pedestrian / bicycle bridge crossing Stony Creek and extension of existing pathways. We support this approach provided that an appropriate and sympathetic design is utilized. We would be please to continue to provide input.

#### **Improvement ideas – other**

- Stony Creek Future Directions Plan - as discussed in our meeting of 2 May 2016, the community's ultimate vision for Stony Creek and its environs, including the Hyde Street Reserve, is best represented in the Stony Creek Future Directions Plan. A copy of the plan is available here: [http://www.maribyrnong.vic.gov.au/page/Page.aspx?Page\\_id=7744](http://www.maribyrnong.vic.gov.au/page/Page.aspx?Page_id=7744) Key aspects of the Stony Creek Future Directions Plan relevant to the Hyde Street Reserve and environs are: Construction of a boardwalk through the tidal marsh area; New planting throughout the Hyde Street Reserve and along the creek; Improve path connections along the creek and to adjacent streets; Construction of a secondary gravel path network through the planted areas of the Hyde Street Reserve; Installation of signage and park furniture; and Potential to incorporate a sculptural lookout with views to the West Gate Bridge and Yarra River from the Reserve. As the design process proceeds, wherever possible, the Western Distributor should integrate with the Future Directions Plan. Moreover, the Western Distributor presents an excellent opportunity for Transurban and the government to drive and deliver components of the plan that will complement the Western Distributor, and serve as a flagship for how infrastructure and community outcomes can be mutually beneficial.
- The two unconditional measures that must be met for MTAG's support of this project are: Permanent 24 hour truck bans on residential streets - The Western Distributor must, on completion, see the immediate implementation of permanent 24 hour truck bans on residential streets in Melbourne's inner west. These roads are Williamstown Rd, Francis Street, Somerville Road, Buckley Street and Moore Street. World's best practice filtration of vent stacks – It is not simply enough for your vent stacks to comply with current Victorian EPA regulations. Australia lags behind European and USA regulation for air pollution, particularly ultra-fine particles such as 2.5 micrometers and smaller. These are the particles that cause the most severe health impacts. We demand that this project achieves a world's best for air pollution mitigation. The Victorian government, working with Transurban, has an opportunity to build a project that actually improves the outcomes for a community impacted by freight pollution. This is your chance to show, not just our community, but also the wider Australian public how a large-scale road project can deliver a great outcome for an inner city community impacted by air pollution. We challenge you to make our community, not just a little bit better but a whole lot better as a result of this planned Transurban project.
- Opportunity: Is there a plan to contribute to the development and upgrade of affected communities, their facilities and aid in increasing community amenity in the long term through sponsorship and grants? What improvement are proposed to cycling links, public transport and existing main road entry treatments in the area to build the sustainability and attractiveness of their city for residents, businesses and visitors alike?
- Western Distributor CLG: Background. Spotswood – South Kingsville is a wide area with a significant populations and a variety of needs and likely impacts from this project. Request. Spotswood-South Kingsville residents are requesting extra representation on the Western Distributor Community Liaison Group.
- We look forward to greater consultation and more detailed information about the proposed options and their effects upon the communities that will be so greatly affected by the Western Distributor.
- Residents who directly interface the freeway; The Avenue, Hope Street, and residents west of Melbourne Road in streets off The Avenue (Cullen to Strong Street) are seeking improvements to the standard, design and noise mitigation measures to avoid an increase in traffic noise. Seeking clear information as to how the

Vicroads and EPA requirements and standards will be applied and implemented to the project. Also ongoing maintenance of the walls, litter and graffiti management post construction are also a concern.

- Thanks to you and Emily for briefing Museum Victoria management recently on the developing options for the proposed Western Distributor. As was discussed in the meeting we have a few essentials regarding the Scienceworks site that the project will need to be mindful of. These include the following: Safe and efficient access to, and use of, the entire Scienceworks site (indoors and outdoors) which currently sees 500,000 visitors a year – primarily families with children. Maintaining a safe and stable environment surrounding the Collections Store that houses the State Heritage Collections on the site- this would include minimisation of vibrations during the construction and operating phase of the Western Distributor. Maintaining a safe and accessible environment of the storage facility at Simcock Avenue which houses materials from multiple Victorian arts agencies. Guaranteeing the safety and integrity of the highly significant heritage-listed Pumping Stations. Museum Victoria, in collaboration with Creative Victoria, is working with the budget currently allocated in the State budget to undertake a business case into growing and building activities at the Scienceworks site – this includes a capital build on the site with an estimated timeframe of 2-10 years. Ensuring access to the high volume of school excursion buses that visit and park on the current site. We understand that the project team is working hard to find the best possible outcome for the Victorian community. Our expectation is that the project will carefully consider our needs and regularly consult with us and keep us updated (contact details provided, not published) being kept in the loop regarding decisions and future developments. Thanks again for all the information you have provided us with and wishing you all the best for a very successful delivery of an important part of Melbourne's infrastructure.

#### **Comment/query**

- Five options for access to Hyde Street for placarded loads have been presented. These are: Option 1 - Short Tunnel, connects next to AusNet site; Option 2 - Ramps on the north side of the WestGate Bridge; Option3 - Ramps on the south side of the West Gate Bridge via Simcock Avenue; Option 4 - Ramps on both the north and south side of the West Gate Bridge; and Option 5 - Ramps on the south side of the West Gate Bridge via Hall Street and then Simcock Avenue. We would firstly like to acknowledge that the community appreciates that a range of reasonable options have been presented. Whilst none currently represents the perfect solution, they form a good basis by which an equitable solution can be reached.
- What is the noise monitoring process? What is the standard used on other major transport infrastructure projects?
- How will the visual impacts of the new constructions be ameliorated?
- It is anticipated there will be significant loss of vegetation along the freeway as a result of the widening process. How does this get replaced to make the visual impact more amenable? What space will there be?
- What is the Air Quality monitoring process?
- What is the location of the ventilation stacks?
- Will there be upgrades to Entry and exit points, such as Melbourne Road, to assist traffic flow through the area wanting to gain access to the Freeway?
- What work is Hobsons Bay City Council and Vic Roads doing to take a network approach to traffic management in the city to manage local, residential and freight and logistics traffic?
- What options are there for pedestrian crossings over the freeway?
- Will residents that interface the project, especially West of Melbourne Road from Strong Street to Cullen Street, be given notice of works, have access to dilapidation surveys and any information regarding construction processes and potential impact to private property?
- We trust that you will treat our concerns, and those of other residents, with genuine compassion. We also expect that you will be transparent and considerate throughout the consultation period (there are many locals who don't believe this has been the case so far). We look forward to engaging with you as we work towards a great outcome.
- However no options would have been better as by now the east/west link could have been half built! Acquired housing now being used by squatters, families being displaced, so much money wasted. Let's hope you don't have another east/west link on your hands!
- I have copied in Hobsons Bay and wish to be contacted for further consultation. I hope the local Hobsons Bay Council and the state government choose the right option that will not impact the Spotswood Community as a whole.
- Thanks for hosting the community information sessions in April

- Thanks for considering the community feedback throughout the design process.
- Thanks for hosting the community information sessions in April.
- Thanks for considering the community feedback throughout the design process

## **Southern tunnel portal – short tunnel option**

### **Concern – open space**

- As a community group of residents, the Concerned Locals of Yarraville was formed in direct response to Transurban's amended Western Distributor proposal released in September 2015. We provide this formal written response focusing upon the "West Gate Freeway to tunnel" and "Hyde St access" design options released as part of the community consultation period April to May 2016. We provided a response to the September design option proposal that details our objection and concerns with a portal location in Hyde St Reserve. We remain concerned about the proposed location of the southern tunnel portal of the Western Distributor, and the Hyde Street ramp connections as detailed in the latest design options. This concern centers on two key issues: unnecessary proximity and impact to residents; and impact upon limited green space.
- West Gate Freeway to tunnel option - Our objection to a portal in Hyde Street Reserve remains unchanged. As such, we oppose any short tunnel design option. We object to the short tunnel option due to its unnecessary proximity and impact to residents. The short tunnel is unnecessarily close to residents, and creates associated pollution, noise and visual issues. Impact upon limited green space. Maribyrnong City Council already has one of the lowest ratios of public open space to municipality area in Melbourne at 9.9% (source: Victorian Environmental Assessment Council Final Report : Metropolitan Melbourne Investigation, August 2011, available: <http://www.veac.vic.gov.au/documents/VEAC152%20MMI%20Final%20Report%20FINAL%20low-res.pdf>). Whilst the short tunnel option cites additional space is created on the current SP AusNet site, the area is carved up into smaller areas and any expectation that this space would be used in such close proximity to six lanes of freeway is questionable.
- The negative impacts to residents associated with noise, pollution, and visual impacts, and loss of amenity and green space make selection of the short tunnel option unacceptable.
- In April 2016 a set of revised and more detailed design options for the Western Distributor were presented for community consultation. Friends of Stony Creek subsequently met with Transurban/Department of Transport, Planning and Local Infrastructure on 2 May 2016 to discuss the designs. This response outlines the view of the Friends of Stony Creek who are one of the major stakeholders that stands to be significantly impacted by the proposal. It is noted that this response is focused on the Southern Portion of the roadway as this is the portion of the Western Distributor that directly impacts Stony Creek and its environs. Friends of Stony Creek previously provided feedback to the last round of community consultation regarding the proposed Western Distributor on 28 September 2015. The design option considered at that time was essentially equivalent to the Short Tunnel Option with truck access routes through the Hyde Street Reserve. The position outlined in our response of 28 September 2015 was that the short tunnel option was unacceptable for the following reasons: Fragmentation of the existing parkland and loss of connectivity; Amenity impacts to existing and future parkland by way of noise, emissions, overshadowing and visual obstruction/disturbance; Substantial loss of existing quality parkland; Impact on the significant value that is held by the community, in this case above and beyond the community value intrinsically associated with public open space; and Loss of existing flora and fauna and fragmentation of an existing bio-corridor. In addition, it was our view that the offsets proposed (new parkland within the SP AusNet site and completion of the Federation Trail) were vastly disproportionate to the negative impacts associated with the proposal. Our view on the short tunnel option remains unchanged. That is, the short tunnel is unacceptable.
- Our view is that the Short Tunnel option is unacceptable. There does not appear to be any justification for pursuing this option from a technical, logistical or financial perspective. In view of the significant environmental and community impacts associated with the Short Tunnel option, this must be omitted from further consideration.
- MTAG does not support the shorter tunnel option. A shorter tunnel means loss of open space in the Hyde Street Reserve and increased noise and air pollution for the nearby community. This is simply not acceptable on any condition to us. The inner west already has a deficit of open space compared to most parts of Melbourne. MTAG believes it is crucial to the well-being of our community to preserve our existing open

space. The communities of Melbourne's inner west have for decades been carrying an unfair burden in terms of the impacts of freight movements in and out of the Port of Melbourne. We firmly believe that any new infrastructure such as the Western Distributor, which offers solutions to the impact of port trucks, must not come at a further cost to our community. Over the past two decades we have carried more than our fair share of the burden in noise, pollution, loss of amenity and negative health impacts of truck freight movements. It is inequitable to expect our community to lose precious open space as an outcome of being provided with a solution.

- Concern about the loss of valuable green space. The short tunnel will carve up the Stoney Creek parkland into small parcels of unusable land. Maribyrnong has one of the lowest ratios of open space in Melbourne

#### **Concern – amenity and visual**

- As a community group of residents, the Concerned Locals of Yarraville was formed in direct response to Transurban's amended Western Distributor proposal released in September 2015. We provide this formal written response focusing upon the "West Gate Freeway to tunnel" and "Hyde St access" design options released as part of the community consultation period April to May 2016. We provided a response to the September design option proposal that details our objection and concerns with a portal location in Hyde St Reserve. We remain concerned about the proposed location of the southern tunnel portal of the Western Distributor, and the Hyde Street ramp connections as detailed in the latest design options. This concern centers on two key issues: unnecessary proximity and impact to residents; and impact upon limited green space.
- West Gate Freeway to tunnel option - Our objection to a portal in Hyde Street Reserve remains unchanged. As such, we oppose any short tunnel design option. We object to the short tunnel option due to its unnecessary proximity and impact to residents. The short tunnel is unnecessarily close to residents, and creates associated pollution, noise and visual issues. Impact upon limited green space. Maribyrnong City Council already has one of the lowest ratios of public open space to municipality area in Melbourne at 9.9% (source: Victorian Environmental Assessment Council Final Report : Metropolitan Melbourne Investigation, August 2011, available: [http://www.veac.vic.gov.au/documents/VEAC152%20MMI%20Final%20Report%20FINAL %20low-res.pdf](http://www.veac.vic.gov.au/documents/VEAC152%20MMI%20Final%20Report%20FINAL%20low-res.pdf)). Whilst the short tunnel option cites additional space is created on the current SP AusNet site, the area is carved up into smaller areas and any expectation that this space would be used in such close proximity to six lanes of freeway is questionable.
- The negative impacts to residents associated with noise, pollution, and visual impacts, and loss of amenity and green space make selection of the short tunnel option unacceptable.
- The position outlined in our response of 28 September 2015 was that the short tunnel option was unacceptable for the following reasons: Fragmentation of the existing parkland and loss of connectivity; Amenity impacts to existing and future parkland by way of noise, emissions, overshadowing and visual obstruction/disturbance; Substantial loss of existing quality parkland; Impact on the significant value that is held by the community, in this case above and beyond the community value intrinsically associated with public open space; and Loss of existing flora and fauna and fragmentation of an existing bio-corridor. In addition, it was our view that the offsets proposed (new parkland within the SP AusNet site and completion of the Federation Trail) were vastly disproportionate to the negative impacts associated with the proposal. Our view on the short tunnel option remains unchanged. That is, the short tunnel is unacceptable.
- It will cause significant noise, pollution and loss of visual amenity. We have strong concerns about the associated environmental risk from works on the short tunnel on contaminated land located closely behind the centre

#### **Concern – proximity of road structures**

- As a community group of residents, the Concerned Locals of Yarraville was formed in direct response to Transurban's amended Western Distributor proposal released in September 2015. We provide this formal written response focusing upon the "West Gate Freeway to tunnel" and "Hyde St access" design options released as part of the community consultation period April to May 2016. We provided a response to the September design option proposal that details our objection and concerns with a portal location in Hyde St Reserve. We remain concerned about the proposed location of the southern tunnel portal of the Western Distributor, and the Hyde Street ramp connections as detailed in the latest design options. This concern centers on two key issues: unnecessary proximity and impact to residents; and impact upon limited green space.

- West Gate Freeway to tunnel option - Our objection to a portal in Hyde Street Reserve remains unchanged. As such, we oppose any short tunnel design option. We object to the short tunnel option due to its unnecessary proximity and impact to residents. The short tunnel is unnecessarily close to residents, and creates associated pollution, noise and visual issues. Impact upon limited green space. Maribyrnong City Council already has one of the lowest ratios of public open space to municipality area in Melbourne at 9.9% (source: Victorian Environmental Assessment Council Final Report : Metropolitan Melbourne Investigation, August 2011, available: [http://www.veac.vic.gov.au/documents/VEAC152%20MMI%20Final%20Report%20FINAL %20low-res.pdf](http://www.veac.vic.gov.au/documents/VEAC152%20MMI%20Final%20Report%20FINAL%20low-res.pdf)). Whilst the short tunnel option cites additional space is created on the current SPAusNet site, the area is carved up into smaller areas and any expectation that this space would be used in such close proximity to six lanes of freeway is questionable.
- The short tunnel will result in significant long term localised impacts to nearby residents. The proposed portal location is expected to be within 150m of Yarraville residents in Beverley, Hughes and Stephen Streets, which results in localised noise and pollution concerns. There are also significant visual and noise impacts to a broader portion of the community residing in areas of both Yarraville and Spotswood (in particular those residing west of Williamstown Road) impacted by the elevated flyover that connects the short tunnel with the West Gate Freeway. The elevation of this connection will potentially result in noise impacts as a result of a higher gradient for trucks to climb (acceleration noise) and descend (braking noise). We also have concerns in regards to emissions and additional pollution in these areas, particularly as older and/or less well-maintained trucks enter and exit the tunnel. Frequent breakdowns are a consistent problem currently experienced on the West Gate Bridge and in the Burnley Tunnel. We hold serious concerns that the gradient of the short tunnel option will further exacerbate these issues.
- Our view is that the Short Tunnel option is unacceptable. There does not appear to be any justification for pursuing this option from a technical, logistical or financial perspective. In view of the significant environmental and community impacts associated with the Short Tunnel option, this must be omitted from further consideration
- Yarraville Community Centre (YCC) is located on Francis St and was established over 40 years ago. Built in 1889 the building is of considerable importance as a prominent historical landmark in the western suburbs of Melbourne. It has been a focal point in the community for nearly 130 years with a long established history of community action to ensure the building is retained for community use. Eight years ago the Francis St building underwent a five million dollar renovation with funding from the Federal, State and Council. This is a testament to the recognition and importance of both the building and the community centre to the local and broader community. YCC is a Registered Training Organisation, Adult Community and Further Education and Learn Local provider, Neighbourhood House, registered to provide Occasional Care, and provider of the Skills for Employment program. (SEE) They received \$1,451,078 of Federal, State and Maribyrnong City Council to deliver education and training and community programs in 2015. Our centre is open 7 days and 6 evenings per week enabling over 2000 people to access our programs and service a week. We run programs across all ages from 6 months to older adults. These programs and services target residents from a broad cross section of the community with a strong emphasis on the disadvantaged, families and new and emerging communities. We employ 42 staff with an additional 25 subcontractors. YCC strongly objects to the proposed short tunnel option for the following reasons: The short tunnel is located too close the YCC and the residents in surrounding streets. It is estimated to be roughly 150 metres from the YCC and residents in streets to the south of Francis Street.

#### **Concern – noise**

- West Gate Freeway to tunnel option - Our objection to a portal in Hyde Street Reserve remains unchanged. As such, we oppose any short tunnel design option. We object to the short tunnel option due to its unnecessary proximity and impact to residents. The short tunnel is unnecessarily close to residents, and creates associated pollution, noise and visual issues. Impact upon limited green space. Maribyrnong City Council already has one of the lowest ratios of public open space to municipality area in Melbourne at 9.9% (source: Victorian Environmental Assessment Council Final Report : Metropolitan Melbourne Investigation, August 2011, available: [http://www.veac.vic.gov.au/documents/VEAC152%20MMI%20Final%20Report%20FINAL %20low-res.pdf](http://www.veac.vic.gov.au/documents/VEAC152%20MMI%20Final%20Report%20FINAL%20low-res.pdf)). Whilst the short tunnel option cites additional space is created on the current SPAusNet site, the area is carved up into smaller areas and any expectation that this space would be used in such close proximity to six lanes of freeway is questionable.

- The short tunnel will result in significant long term localised impacts to nearby residents. The proposed portal location is expected to be within 150m of Yarraville residents in Beverley, Hughes and Stephen Streets, which results in localised noise and pollution concerns. There are also significant visual and noise impacts to a broader portion of the community residing in areas of both Yarraville and Spotswood (in particular those residing west of Williamstown Road) impacted by the elevated flyover that connects the short tunnel with the West Gate Freeway. The elevation of this connection will potentially result in noise impacts as a result of a higher gradient for trucks to climb (acceleration noise) and descend (braking noise). We also have concerns in regards to emissions and additional pollution in these areas, particularly as older and/or less well-maintained trucks enter and exit the tunnel. Frequent breakdowns are a consistent problem currently experienced on the West Gate Bridge and in the Burnley Tunnel. We hold serious concerns that the gradient of the short tunnel option will further exacerbate these issues.
- Noise barriers cannot shield all noise on an elevated connection without enclosing the connection. Whilst we recognise that noise modeling is being conducted in an attempt to ensure that appropriate barriers are employed, we note that any modeling of noise does not incorporate assumptions specifically around the use of air brakes on trucks. Anecdotally we know that compression braking can add significant noise to the local environment, and we have significant concerns around this issue.
- The negative impacts to residents associated with noise, pollution, and visual impacts, and loss of amenity and green space make selection of the short tunnel option unacceptable.
- The position outlined in our response of 28 September 2015 was that the short tunnel option was unacceptable for the following reasons: Fragmentation of the existing parkland and loss of connectivity; Amenity impacts to existing and future parkland by way of noise, emissions, overshadowing and visual obstruction/disturbance; Substantial loss of existing quality parkland; Impact on the significant value that is held by the community, in this case above and beyond the community value intrinsically associated with public open space; and Loss of existing flora and fauna and fragmentation of an existing bio-corridor. In addition, it was our view that the offsets proposed (new parkland within the SP AusNet site and completion of the Federation Trail) were vastly disproportionate to the negative impacts associated with the proposal. Our view on the short tunnel option remains unchanged. That is, the short tunnel is unacceptable.
- A shorter tunnel design will decimate the Hyde Street Reserve in terms of elevated roads and the placement of the tunnel portal itself. The main feature of the Hyde Street Reserve is Stony Creek. The short tunnel's multiple lanes of overhead-elevated roadway will destroy this amenity. The short tunnel option will also have a detrimental impact in terms of noise and air pollution for the adjoining residential areas, the Yarraville Community Centre and people using the reserve.
- It will cause significant noise, pollution and loss of visual amenity. We have strong concerns about the associated environmental risk from works on the short tunnel on contaminated land located closely behind the centre.

#### **Concern – air quality**

- West Gate Freeway to tunnel option - Our objection to a portal in Hyde Street Reserve remains unchanged. As such, we oppose any short tunnel design option. We object to the short tunnel option due to its unnecessary proximity and impact to residents. The short tunnel is unnecessarily close to residents, and creates associated pollution, noise and visual issues. Impact upon limited green space. Maribyrnong City Council already has one of the lowest ratios of public open space to municipality area in Melbourne at 9.9% (source: Victorian Environmental Assessment Council Final Report : Metropolitan Melbourne Investigation, August 2011, available: [http://www.veac.vic.gov.au/documents/VEAC152%20MMI%20Final%20Report%20FINAL %20low-res.pdf](http://www.veac.vic.gov.au/documents/VEAC152%20MMI%20Final%20Report%20FINAL%20low-res.pdf)). Whilst the short tunnel option cites additional space is created on the current SPAusNet site, the area is carved up into smaller areas and any expectation that this space would be used in such close proximity to six lanes of freeway is questionable.
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trucks enter and exit the tunnel. Frequent breakdowns are a consistent problem currently experienced on the West Gate Bridge and in the Burnley Tunnel. We hold serious concerns that the gradient of the short tunnel option will further exacerbate these issues.

- The negative impacts to residents associated with noise, pollution, and visual impacts, and loss of amenity and green space make selection of the short tunnel option unacceptable.
- The position outlined in our response of 28 September 2015 was that the short tunnel option was unacceptable for the following reasons: Fragmentation of the existing parkland and loss of connectivity; Amenity impacts to existing and future parkland by way of noise, emissions, overshadowing and visual obstruction/disturbance; Substantial loss of existing quality parkland; Impact on the significant value that is held by the community, in this case above and beyond the community value intrinsically associated with public open space; and Loss of existing flora and fauna and fragmentation of an existing bio-corridor. In addition, it was our view that the offsets proposed (new parkland within the SP AusNet site and completion of the Federation Trail) were vastly disproportionate to the negative impacts associated with the proposal. Our view on the short tunnel option remains unchanged. That is, the short tunnel is unacceptable.
- A shorter tunnel design will decimate the Hyde Street Reserve in terms of elevated roads and the placement of the tunnel portal itself. The main feature of the Hyde Street Reserve is Stony Creek. The short tunnel's multiple lanes of overhead-elevated roadway will destroy this amenity. The short tunnel option will also have a detrimental impact in terms of noise and air pollution for the adjoining residential areas, the Yarraville Community Centre and people using the reserve.
- It will cause significant noise, pollution and loss of visual amenity. We have strong concerns about the associated environmental risk from works on the short tunnel on contaminated land located closely behind the centre.

#### **Concern – elevated roads**

- The short tunnel will result in significant long term localised impacts to nearby residents. The proposed portal location is expected to be within 150m of Yarraville residents in Beverley, Hughes and Stephen Streets, which results in localised noise and pollution concerns. There are also significant visual and noise impacts to a broader portion of the community residing in areas of both Yarraville and Spotswood (in particular those residing west of Williamstown Road) impacted by the elevated flyover that connects the short tunnel with the West Gate Freeway. The elevation of this connection will potentially result in noise impacts as a result of a higher gradient for trucks to climb (acceleration noise) and descend (braking noise). We also have concerns in regards to emissions and additional pollution in these areas, particularly as older and/or less well-maintained trucks enter and exit the tunnel. Frequent breakdowns are a consistent problem currently experienced on the West Gate Bridge and in the Burnley Tunnel. We hold serious concerns that the gradient of the short tunnel option will further exacerbate these issues.
- Noise barriers cannot shield all noise on an elevated connection without enclosing the connection. Whilst we recognise that noise modeling is being conducted in an attempt to ensure that appropriate barriers are employed, we note that any modeling of noise does not incorporate assumptions specifically around the use of air brakes on trucks. Anecdotally we know that compression braking can add significant noise to the local environment, and we have significant concerns around this issue.
- A shorter tunnel design will decimate the Hyde Street Reserve in terms of elevated roads and the placement of the tunnel portal itself. The main feature of the Hyde Street Reserve is Stony Creek. The short tunnel's multiple lanes of overhead-elevated roadway will destroy this amenity. The short tunnel option will also have a detrimental impact in terms of noise and air pollution for the adjoining residential areas, the Yarraville Community Centre and people using the reserve.

#### **Concern – other**

- Another disadvantage to the short tunnel option is that it requires the lowering of the railway line to achieve the required gradients. We have concerns that any inability to lower the railway line will result in “portal creep”, where the portal location is moved further into the SPAusNet site and closer to residents and the Yarraville Community Centre. Alternatively the gradient of the tunnel portal connection could increase, further exacerbating our previously listed concerns.
- Our community also holds significant concerns around the potential treatment of the SPAusNet and Stony Creek sites should the short tunnel option proceed. Specific information on the proposed management of environmental issues during the construction phase is currently unavailable. This is particularly concerning to



local residents given the contamination in the SPAusNet site and the historical use of parts of the Stony Creek reserve as a former quarry and rubbish tip.

## **Southern tunnel portal – long tunnel option**

### **Advantages – open space**

- **We strongly support a design option in which the southern portal is within the West Gate Freeway footprint (the West Gate Option).** The West Gate Option appears to have the least overall impact to our community by using the existing space within the confines of the West Gate Freeway. This option doesn't require the sacrifice of our already limited open green space. Tunneling is a superior result in comparison with an above ground road as "it will provide better visual amenity and surface air and noise outcomes for the local community and better land use outcomes" (source: Victoria State Government Western Distributor Business Case, November 2015, available : <http://economicdevelopment.vic.gov.au/transport/major-projects/western-distributor/western-distributor-publications>). For these reasons, a longer tunnel is preferred.
- With respect to cost differential between the design options, Transurban CEO Scott Charlton stated to the Standing Committee on The Economy and Infrastructure Inquiry into Infrastructure Projects on 08 March 2016 that "we believe that they can be handled within the envelope that we are dealing with" (source: Victorian Government Standing Committee on the Economy and Infrastructure, Inquiry into infrastructure projects hearing transcript Melbourne 08 March 2016, available: <http://www.parliament.vic.gov.au/eic/article/2649>). We therefore urge the government to consider societal costs not able to be valued in monetary terms in the selection of preferred design (such as impact on limited green space, amenity etc), particularly given the potential for long-term profit given the forecasted traffic projections and tolling structure and agreement with Transurban. We urge the Government to put people first - select the option that has broader community support, delivers an important piece of transport infrastructure and minimises negative impacts to the local community.
- The long tunnel option is considered to be vastly superior to the Short Tunnel. The reasons for this are: Maintains the tunnel portals within the existing freeway corridor; Minimises impacts to local parkland, including Stony Creek; Results in more appropriate visual amenity outcomes as structures are contained beneath the surface; Places vehicles in a controlled environment for longer, allowing better control of emissions and noise; and More gentle grades, allowing for smoother vehicle flow, reducing traffic congestion and heavy acceleration/deceleration.
- To that end, we strongly favour the Long Tunnel option.
- The longer tunnel option limits the footprint of the planned toll road to the existing freeway reserve and has the least impact on Stony Creek. Any negative impacts that this design has in terms of disruptions to existing traffic flows is simply a cost that all Melbournians' need to share. Mitigating these short-term disruptions should not equate to the permanent loss of open space for residents in the inner west, not just for us but also for future generations. Lost open space can never be replaced. Melbourne's population is growing rapidly and is projected to continue for decades to come. Open space is critical to a community's livability, we implore you not trade our open space for road infrastructure.
- Long Tunnel (Westgate Option). Our preferred option is the Long Tunnel (Westgate Option). We strongly support the long tunnel option over all other proposed options. This option has less impact on residents, YCC and Stony Creek reserve.

### **Advantages – other**

- We strongly support a design option in which the southern portal is within the West Gate Freeway footprint (the West Gate Option). The West Gate Option appears to have the least overall impact to our community by using the existing space within the confines of the West Gate Freeway. This option doesn't require the sacrifice of our already limited open green space. Tunneling is a superior result in comparison with an above ground road as "it will provide better visual amenity and surface air and noise outcomes for the local community and better land use outcomes" (source: Victoria State Government Western Distributor Business Case, November 2015, available : <http://economicdevelopment.vic.gov.au/transport/major-projects/western-distributor/western-distributor-publications>). For these reasons, a longer tunnel is preferred.
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- Our community supports the West Gate Option (long tunnel) over all proposed options. In selecting the Hyde Street connection options for the long tunnel, impacts to residents through noise and visual impacts caused by elevated ramps is unacceptable. Low gradient ramps that profile the existing structure of the West Gate Bridge have the least impact to all residents. The North and South ramp option (Option 4) appears to be the best solution for all nearby residents.
- The long tunnel option is considered to be vastly superior to the Short Tunnel. The reasons for this are: Maintains the tunnel portals within the existing freeway corridor; Minimises impacts to local parkland, including Stony Creek; Results in more appropriate visual amenity outcomes as structures are contained beneath the surface; Places vehicles in a controlled environment for longer, allowing better control of emissions and noise; and More gentle grades, allowing for smoother vehicle flow, reducing traffic congestion and heavy acceleration/deceleration.
- The longer tunnel option limits the footprint of the planned toll road to the existing freeway reserve and has the least impact on Stony Creek. Any negative impacts that this design has in terms of disruptions to existing traffic flows is simply a cost that all Melbournians' need to share. Mitigating these short-term disruptions should not equate to the permanent loss of open space for residents in the inner west, not just for us but also for future generations. Lost open space can never be replaced. Melbourne's population is growing rapidly and is projected to continue for decades to come. Open space is critical to a community's livability, we implore you not trade our open space for road infrastructure.
- Long Tunnel (Westgate Option). Our preferred option is the Long Tunnel (Westgate Option). We strongly support the long tunnel option over all other proposed options. This option has less impact on residents, YCC and Stony Creek reserve.

#### **Comment/query**

- We'd also like to provide comment on one of the cited disadvantages of the long tunnel – that being “additional traffic disruption”. Disruption during construction is unavoidable regardless of which option is pursued. However, processes will be in place to ensure a minimum traffic flow is maintained throughout construction by maintaining “the same number of lanes as is currently available during peak periods” (source: Western Distributor Consultation Hub – Ask a question, question submitted 23 Apr 16, available [http://consult.transurban.com/western-distributor-join-the-conversation?tool=qanda#tool\\_tab](http://consult.transurban.com/western-distributor-join-the-conversation?tool=qanda#tool_tab)). Therefore, we fail to recognise a material difference in overall traffic disruption between the short or long tunnel options. We have requested more information on the likely scale and impact on traffic flow for each of the design options. This information has not yet been made publicly available and therefore such claims are unsupported at this time. It is important to recognise also that impacts on traffic flow during construction are short term issues. Negative impacts on local residents arising from the short tunnel option will be permanent.
- We also understand from our meeting with Transurban/Department of Transport, Planning and Local Infrastructure as well as community consultation sessions that: The overall construction timeframes between the Short Tunnel and Long Tunnel option are essential equivalent (estimated at 4 years); The two options are of comparable cost; and The proposed use of separate tunnel portals for the long tunnel option will minimize traffic impacts on the West Gate Freeway such that disruption to traffic in the West Gate corridor will be comparable regardless of the option. Therefore, there do not appear to be any financial, logistical or technical reasons justifying a short-tunnel option over a longer tunnel option.

## Hyde Street connection options

### Option 1: Hyde Street Reserve

#### Concern – open space

- As outlined in Section 2, Option 1 is not acceptable. In view of the significant environmental and community impacts associated with the short tunnel option, this must be omitted from further consideration.

#### Concern – proximity of road structures

- As outlined in Section 2, Option 1 is not acceptable. In view of the significant environmental and community impacts associated with the short tunnel option, this must be omitted from further consideration.

#### Concern – other

- We do not support the other options for the Hyde Street connection for these reasons: Option 1: Is dependent on the short tunnel, an option we do not support.

#### Advantages – other

- The first two options (1 and 2) would be my personal preference. I appreciate you taking my view into account.
- Preference 2: Option 1 Hyde St Reserve, Short Tunnel.
- Options 1 or 2 would be my preference
- Whereas options 1 and 2 provide safe, efficient, low-impact and high-quality traffic connection scenarios
- I urge you to preference Options 1 or 2 when developing the next stage of the Western Distributor Project
- I want to give my support to proposals 1 and 2 for the Western Distributor Tunnel, namely Option 1 - Hyde Street Reserve, connects to AusNet site and Option 2 - North option, connects next to Stony Creek.
- Preference 2: Option 1 Hyde St Reserve, Short Tunnel
- Option 1 and 2 impact less on residents and is the better suited to the area.
- I iterate that these options will provide less impact on humans and whilst I agree natural habitats and spaces such as Stony Creek are important, I ask what's the point of saving them if our children are riddled with the effects of air/traffic and noise pollution which could impact their health and lives and future generations?
- In summary, options 1 and 2 have the least adverse impact on the broader community and should be prioritised above options 3, 4 and 5.
- Whilst property owners in Yarraville may object to Options 1 and 2 due to impact on their private properties for genuinely valid reasons, the impact is small and insignificant when compared to the impact on Kindergarten. This kindergarten, representing only a single impacted property, is used by 70 young families. Surely the impact to these 70 families with children attending the kindergarten, is greater than the impact to a small number of individual households. In summary, options 1 and 2 have the least adverse impact on the broader community and should be prioritised above options 3, 4 and 5
- Please consider one of the options that does not place the burden on residents, my preference would be for option 1 or 2
- I write to you with reference to proposals 1 to 5 for access to Hyde Street. We have only recently become aware of proposals 1 to 5, and note that proposals 3 to 5 impact on Simcock Avenue. O-I and its predecessors have been long term occupants of this site since the 1880's. In fact Simcock Avenue is named after a former Plant Manager. We have extensive investment on the site and have no current plans to relocate. We regard ourselves as one of the remaining manufacturing industries in Victoria. Our site operates a number of large glass furnaces which function 24 hours a day 7 days of every week. We supply glass bottles to a large number of customers in Victoria, of whom our largest is CUB. To service this customer and supply raw materials to our furnaces we require 24 hour access to our site. The main access point is towards the railway line at the end of Simcock Ave. For the above stated reasons we prefer options 1 and 2 as they would have least impact on our business.
- As stated in our meeting the Simcock Avenue property is considered a strategic site for the Cootes and McAleese business. It is imperative to our future that impact on this site is minimized. Our preference would be for Options 1 or 2 to avoid impact on our business.

#### Advantages – open space

- Please consider putting your focus on proposal 1 and 2 which inevitably have less impact on such valuable areas.
- I think I share many of the community's views when I say that options 1 and 2 which do not impact children, families, homes or sporting facilities. Nobody uses Stony creek as it is an unpleasant site. This land should be used as it has no impact on the community, the children in the childcare AND Kindergarten.
- The Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve!
- The Western distributor project currently includes five options for the tunnel and Hyde Street access. Each option has differing impacts on the community's public green space. It is absolutely important to preserve the limited public green space in our community. However, all parks are not created equal. The quality of facilities, amenity provided, frequency of use and community benefit must be considered with each of these options. Hyde Street reserve and Stony creek reserve are poor quality public green spaces when compared to Don McLean reserve. Hyde/Stony Creek Reserve is: Infrequently used during daylight hours. It is used only by individuals for recreation occasionally, mainly on weekends, and ad-hoc in nature. Vacant at night and poorly lit, as evidenced by the dumping of rubbish in the parkland. Poorly maintained by the Council, as evidenced by the dumping of rubbish in the parkland. In comparison, Don McLean Reserve provides a significantly greater level of community benefit: Used regularly on by several sporting clubs for Aussie Rules Football and Cricket. The park is used on weeknights for training, and all day on weekends for matches. This activity is regular, structured and organised unlike the adhoc use of Hyde and Stony Creek reserve. This activity is attended by participants as well as their family and friends. Therefore, the number of regular users of the Don McLean Reserve is significantly higher than that of Hyde and Stony Creek Reserves. Well maintained by the Council and grounds-keepers. It is well lit and there is no rubbish dumped on this land. Park users use the many council-provided bins for their refuse from BBQs, dog walking, etc. Also used by individuals for recreation, and whilst ad-hoc in nature, it is used more frequently at night due to the strong lighting throughout the reserve. As such, I propose that the options which preserve Don McLean reserve (options 1 and 2) be prioritised above the options which preserve Hyde and Stony Creek reserves (options 3, 4 and 5) due to the quality of parkland and net community benefit provided by the public green space

#### **Comment/query**

- We understand that a consultation process is currently being undertaken to inform the design of the Hyde Street access ramps that form part of the Western Distributor project. In particular we understand that five potential ramp alignments have been identified between the West Gate Freeway and Hyde Street as follows: Option 1 (Purple Route) that runs on the north side of the existing West Gate Freeway generally to the north of Stony Creek, Option 2 (Green Route) that runs on the north side of the existing West Gate Freeway generally to the south of Stony Creek, Option 3 (Orange Route) that has one ramp on either side of the existing West Gate Freeway, Option 4 (Blue Route) that runs on the south side of the existing West Gate Freeway, cutting through the Westgate Golf Course and part of the former Mobil Spotswood Terminal site, and Option 5 (Yellow Route) that runs on the south side of the existing West Gate Freeway and largely follows existing road reservations including Hall Street and Simcock Avenue. This letter provides a high level review of the potential impacts of the proposed options on the property at 208 Hall Street, Spotswood. The locality plan following illustrates the location of the 208 Hall Street site with respect to the five Hyde Street access ramp options being considered as part of the Western Distributor project. Options 1 (Purple) and 2 (Green) - both of these options run to the north of the West Gate Freeway and would have no significant impacts to the site at 208 Hall Street.

#### **Option 2: North**

##### **Concerns – open space**

- Whilst the long tunnel does not directly create an impact upon open green space at Hyde St Reserve, some ramp options do have potentially significant impacts. Our order of preference in design option is as follows: Option 4 (both north and south) ramps; Option 2/3 (North / South) ramps; and Option 5 (Hall St) ramp. We consider options 2 and 3 as being less desirable than option 4 as they both require an elevated flyover of the West Gate Bridge. This will result in a structure that is visually intrusive to all nearby residents and may result in more truck noise and pollution. Option 2 also has a greater impact upon Stony Creek through

overshadowing of the creek line as a result of its alignment. This may result in unintended impacts to native plants and animals. Option 3 appears to have a greater impact to the McLean Reserve and Golf Club area due to its alignment. Our community obviously has concerns about these negative impacts to recreational areas. For these reasons, neither option is considered as the best

- We have significant reservations regarding Option 2, which places both ramps on the north side of Stony Creek. These are: Destruction of a significant area of remnant saltmarsh and juvenile mangroves on the northern banks of Stony Creek due to the placement of pylons or shadowing from the roadway itself; Multiple crossings of the creek resulting in overshadowing which would impact visual amenity and is likely to threaten seagrasses and mangroves which have colonized this portion of the creek; Significantly greater footprint in the overall reserve compared to Option 4; and The need for a flyover to cross the West Gate Freeway for east-west traffic, increasing the visual bulk of the existing freeway, resulting in a deterioration in visual amenity and steep grades (in the order of 4-5%) leading to greater noise and emissions due to vehicle acceleration. Further information regarding the environmental values of Stony Creek and its environs is provided in our previous feedback of 28 September 2015.
- Option 2: Has unacceptable impacts on the Hyde Street Reserve. This option would see two roads impacting on our open space, particularly on the Stony Creek waterway.

### **Concerns – elevated road**

- Whilst the long tunnel does not directly create an impact upon open green space at Hyde St Reserve, some ramp options do have potentially significant impacts. Our order of preference in design option is as follows: Option 4 (both north and south) ramps; Option 2/3 (North / South) ramps; and Option 5 (Hall St) ramp. We consider options 2 and 3 as being less desirable than option 4 as they both require an elevated flyover of the West Gate Bridge. This will result in a structure that is visually intrusive to all nearby residents and may result in more truck noise and pollution. Option 2 also has a greater impact upon Stony Creek through overshadowing of the creek line as a result of its alignment. This may result in unintended impacts to native plants and animals. Option 3 appears to have a greater impact to the McLean Reserve and Golf Club area due to its alignment. Our community obviously has concerns about these negative impacts to recreational areas. For these reasons, neither option is considered as the best
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### **Concerns – noise**

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- Options 2, 3 and 5 have the potential to create a negative impact on nearby residents visually and potentially with noise and pollution as truck traffic will be closer to housing

#### **Concerns – air quality**

- Whilst the long tunnel does not directly create an impact upon open green space at Hyde St Reserve, some ramp options do have potentially significant impacts. Our order of preference in design option is as follows: Option 4 (both north and south) ramps; Option 2/3 (North / South) ramps; and Option 5 (Hall St) ramp. We consider options 2 and 3 as being less desirable than option 4 as they both require an elevated flyover of the West Gate Bridge. This will result in a structure that is visually intrusive to all nearby residents and may result in more truck noise and pollution. Option 2 also has a greater impact upon Stony Creek through overshadowing of the creek line as a result of its alignment. This may result in unintended impacts to native plants and animals. Option 3 appears to have a greater impact to the McLean Reserve and Golf Club area due to its alignment. Our community obviously has concerns about these negative impacts to recreational areas. For these reasons, neither option is considered as the best
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- Options 2, 3 and 5 have the potential to create a negative impact on nearby residents visually and potentially with noise and pollution as truck traffic will be closer to housing

#### **Concerns – proximity of road structures**

- Whilst the long tunnel does not directly create an impact upon open green space at Hyde St Reserve, some ramp options do have potentially significant impacts. Our order of preference in design option is as follows: Option 4 (both north and south) ramps; Option 2/3 (North / South) ramps; and Option 5 (Hall St) ramp. We consider options 2 and 3 as being less desirable than option 4 as they both require an elevated flyover of the West Gate Bridge. This will result in a structure that is visually intrusive to all nearby residents and may result in more truck noise and pollution. Option 2 also has a greater impact upon Stony Creek through overshadowing of the creek line as a result of its alignment. This may result in unintended impacts to native plants and animals. Option 3 appears to have a greater impact to the McLean Reserve and Golf Club area due to its alignment. Our community obviously has concerns about these negative impacts to recreational areas. For these reasons, neither option is considered as the best
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#### **Concerns – amenity and visual**

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### **Advantages – other**

- The first two options (1 and 2) would be my personal preference. I appreciate you taking my view into account.
- With this in mind, my design preferences are: Preference 1: Option 2 North, Long Tunnel.
- Options 1 or 2 would be my preference
- With this in mind, my design preferences are: Preference 1: Option 2 North, Long Tunnel.
- Whereas options 1 and 2 provide safe, efficient, low-impact and high-quality traffic connection scenarios
- I urge you to preference Options 1 or 2 when developing the next stage of the Western Distributor Project
- I want to give my support to proposals 1 and 2 for the Western Distributor Tunnel, namely Option 1 - Hyde Street Reserve, connects to AusNet site and Option 2 - North option, connects next to Stony Creek.
- Preference 2: Option 1 Hyde St Reserve, Short Tunnel
- Option 1 and 2 impact less on residents and is the better suited to the area.
- In summary, options 1 and 2 have the least adverse impact on the broader community and should be prioritised above options 3, 4 and 5.
- Whilst property owners in Yarraville may object to Options 1 and 2 due to impact on their private properties for genuinely valid reasons, the impact is small and insignificant when compared to the impact on Kindergarten. This kindergarten, representing only a single impacted property, is used by 70 young families. Surely the impact to these 70 families with children attending the kindergarten, is greater than the impact to a small number of individual households. In summary, options 1 and 2 have the least adverse impact on the broader community and should be prioritised above options 3, 4 and 5
- Please consider one of the options that does not place the burden on residents, my preference would be for option 1 or 2
- I write to you with reference to proposals 1 to 5 for access to Hyde Street. We have only recently become aware of proposals 1 to 5, and note that proposals 3 to 5 impact on Simcock Avenue. O-I and its predecessors have been long term occupants of this site since the 1880's. In fact Simcock Avenue is named after a former Plant Manager. We have extensive investment on the site and have no current plans to relocate. We regard ourselves as one of the remaining manufacturing industries in Victoria. Our site operates a number of large glass furnaces which function 24 hours a day 7 days of every week. We supply glass bottles to a large number of customers in Victoria, of whom our largest is CUB. To service this customer and supply raw materials to our furnaces we require 24 hour access to our site. The main access point is towards the railway line at the end of Simcock Ave. For the above stated reasons we prefer options 1 and 2 as they would have least impact on our business.
- I iterate that these options will provide less impact on humans and whilst I agree natural habitats and spaces such as stony creek are important, I ask what's the point of saving them if our children are riddled with the effects of air/traffic and noise pollution which could impact their health and lives and future generations?
- As stated in our meeting the Simcock Avenue property is considered a strategic site for the Cootes and McAleese business. It is imperative to our future that impact on this site is minimized. Our preference would be for Options 1 or 2 to avoid impact on our business.

### **Advantages – open space**

- Please consider putting your focus on proposal 1 and 2 with inevitably have less impact on such valuable areas.
- I think I share many of the community's views when I say that options 1 and 2 which do not impact children, families, homes or sporting facilities. Nobody uses Stony creek as it is an unpleasant site. This land should be used as it has no impact on the community, the children in the childcare AND Kindergarten.
- The Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve!
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lit, as evidenced by the dumping of rubbish in the parkland. Poorly maintained by the Council, as evidenced by the dumping of rubbish in the parkland. In comparison, Don McLean Reserve provides a significantly greater level of community benefit: Used regularly on by several sporting clubs for Aussie Rules Football and Cricket. The park is used on weeknights for training, and all day on weekends for matches. This activity is regular, structured and organised unlike the adhoc use of Hyde and Stony Creek reserve. This activity is attended by participants as well as their family and friends. Therefore, the number of regular users of the Don McLean Reserve is significantly higher than that of Hyde and Stony Creek Reserves. Well maintained by the Council and grounds-keepers. It is well lit and there is no rubbish dumped on this land. Park users use the many council-provided bins for their refuse from BBQs, dog walking, etc. Also used by individuals for recreation, and whilst ad-hoc in nature, it is used more frequently at night due to the strong lighting throughout the reserve. As such, I propose that the options which preserve Don McLean reserve (options 1 and 2) be prioritised above the options which preserve Hyde and Stony Creek reserves (options 3, 4 and 5) due to the quality of parkland and net community benefit provided by the public green space

### **Comment/query**

- We understand that a consultation process is currently being undertaken to inform the design of the Hyde Street access ramps that form part of the Western Distributor project. In particular we understand that five potential ramp alignments have been identified between the West Gate Freeway and Hyde Street as follows: Option 1 (Purple Route) that runs on the north side of the existing West Gate Freeway generally to the north of Stony Creek, Option 2 (Green Route) that runs on the north side of the existing West Gate Freeway generally to the south of Stony Creek, Option 3 (Orange Route) that has one ramp on either side of the existing West Gate Freeway, Option 4 (Blue Route) that runs on the south side of the existing West Gate Freeway, cutting through the Westgate Golf Course and part of the former Mobil Spotswood Terminal site, and Option 5 (Yellow Route) that runs on the south side of the existing West Gate Freeway and largely follows existing road reservations including Hall Street and Simcock Avenue. This letter provides a high level review of the potential impacts of the proposed options on the property at 208 Hall Street, Spotswood. The locality plan following illustrates the location of the 208 Hall Street site with respect to the five Hyde Street access ramp options being considered as part of the Western Distributor project. Options 1 (Purple) and 2 (Green) - both of these options run to the north of the West Gate Freeway and would have no significant impacts to the site at 208 Hall Street.

### **Option 3: South**

#### **Concern – proximity of road/structures**

- We currently reside in Hope Street, Spotswood, and as newcomers to the area we have reservations about the proposed Western Distributor Options 3, 4 and 5. We fear that these options would impact significantly on the Emma McLean Kindergarten, Donald McLean Reserve and surrounding sporting facilities due to the close proximity of the project and the consequent traffic, noise, and pollution levels. Emma McLean Kindergarten has been a local institution for decades. Its passion and innovative approach to early education has meant that its importance to the community cannot be overstated. We have a child who will be attending there next year and, given the scarcity and expense of quality childcare it would be a tragedy if the facility's means to develop, evolve and continue to meet the needs of a growing community were to be hampered not by lack of interest, but by limitations placed on it from a project such as this
- we also harbor concerns over the impact the project may have on the Kindergarten's physical space and its accessibility to the community.
- I strongly object to options 3, 4 and 5 because of the impact on Emma McLean kindergarten and these options would increase the noise and pollution levels around the kinder. The kinder is an excellent facility that provides excellent care for young children and put them in a great position to have a long and successful life. It is difficult to find child care in the west and the waiting list around two years and the proposed option would impact Emma McLean and will only make this long process longer, more frustrating and had a massive impact of family life. Also the impact on the sporting ovals would be massive, it is imperative that both young and older people get the option to play sports. This not only great for making long term friends and good exercise but it also keeps people of the streets.
- Also I am concerned that Hudson street cafes and shops will suffer with these options as families from the sporting oval on a weekend will often go to Spotswood for lunch.
- I understand that the community requires reduced travel time however the options 3, 4 and 5 seem to be contraindicated to why the western distributor is needed. It states we need to get trucks off local roads but by



doing this the impact on Spotswood's kindergarten, ovals, golf course and Spotswood community will be massive.

- I also share concern with residents with the potential impact on the Emma McLean Kindergarten. This is a well-established, much-loved and important learning environment for children. Serious consideration should be given to any works that may have an impact on the children and staff at this establishment.
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- I am concerned about Options 3, 4 and 5 due to the impact on Don McLean Reserve and the Emma McLean Kindergarten.
- I have a child at Emma McLean Kinder. It is a wonderful kinder and we are particularly concerned that options 3, 4 and 5 would have a significant negative impact. I strongly object to these options. Thank you for noting my concerns
- I am currently the President of the Committee of Management at the Emma McLean Kindergarten and am writing to express my concerns regarding Option 3, 4 and 5 for the Western Distributor, due to its close proximity to the Emma McLean Kindergarten. An integral part of the program at Emma McLean is its outdoor education program which provides our children the opportunity to enjoy the outdoor space at the kindergarten and gain a valuable understanding of their place in our environment. Under options 3, 4 and 5 our outdoor program will be severely compromised due to the increased noise and air pollution that will arise as a result of these options. Having a major thoroughfare so close to a kindergarten puts our children's health and well-being at risk. Clearly consideration has not been given to the impact such infrastructure will have on the ongoing viability of the centre. Would you send your children to a centre that is right next to a major road? Emma McLean has a long history within the Spotswood community and I would hate to think such an outstanding centre will be forced to close due to lack of enrolments, as understandably our children's health and well-being are a parent's first priority. If you wish to discuss this further I can be contacted on (phone number provided, not published)
- Importantly to the Emma Mc Lean Kindergarten area. Emma McLean is a leading kindergarten and long day care centre in the inner Western area. It is common practice for children to be on the wait list for greater than two years to secure a spot at the centre. Surrounding centres also on average require a two year wait for access to early learning centres. Emma McLean services the direct community of Spotswood, a place where children walk to kindergarten and play uninterrupted in the outside facilities.
- Whilst I recognise the wider community requires reduced travel times and improvement in roads, re-directing roads towards the kindergarten area seems to contradict some of the goals of the project - getting trucks off the streets in the inner west area. I strongly object to options 3, 4 and 5 which would grossly impact the Spotswood community
- As I understand, there are a few options being looked at. Option 1 - Hyde Street Reserve, Option 2 - North Option, Option 3 - South Option, Option 4 – North-South Option, Option 5 - Hall Street. Option 3, 4 and 5 would have a significant negative impact on our kindergarten as I can see that the project runs very close to our kinder. This would heavily impact on noise and pollution levels, with a significant amount of traffic, passing in very close proximity to the kinder. I am sure that you would agree that having major traffic flow so close to a kinder is a terrible result, significantly impacting the educator's ability to provide the wonderful education that our kinder is renowned for. I sincerely hope that our voice is heard on this matter. I also hope that children's health and well-being are of an upmost priority when decisions such as this are made.
- My husband and I have been residents of Spotswood for well over 10 years now. We moved here because we are so close to schools, parks, sporting facilities and transport. Now that we have children old enough to walk to these facilities on their own and ENJOY them. We are terribly concerned at the rate of which developers are wanting to come and ruin our landscape. First property and now roads/infrastructure. It's just terrible! My husband and I fearlessly oppose options 3, 4 and 5 in your proposal of the tunnel. These options impede on the very foundation of why we moved to this pocket of Spotswood. We implore you not to proceed with these options in order to preserve positive, long lasting childhood memories for our children. Let them have the chance of going to the local kinder, playing at the local footy club, going to the park at the end of the street with grandad and only the quiet hum of bridge traffic to contend with at night.
- options 3, 4 and 5: profoundly disrupt communities south of the West Gate Bridge; profoundly disrupt and potentially threaten the future growth and vibrancy of the Spotswood shopping strip and local streets
- adversely impact the much-loved, much-used and highly-valued Emma McLean Kindergarten;

- As a family of the Emma McLean kindergarten, we are enormously concerned that many of the proposed options for the western distributor will impact negatively on the service and on the well-being of the children attending here. The children spend a lot of time outdoors and if there is an increased number of trucks and cars close to the kinder, it will negatively impact upon the health and wellbeing of these children. We are absolutely against the proposals for the Western Distributor that would create massive roads and tunnels across the road from the kinder. This kinder is the best of its kind in the Hobsons Bay and Maribyrnong municipalities (believe me, I've looked!!) It would be an absolute shame if future kinder children did not get to experience this centre that helps set these kids up for the best start at school. I understand the proposed gains from the Western Distributor include reduced travel times for movement of freight and other traffic but believe there are other options that will not impact upon this beloved kinder. I strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community
- I strongly object to options 3, 4 and 5 as I feel they will severely impact upon the Spotswood community particularly on the nearby kindergarten, valuable parkland and sporting facilities including the golf course. These facilities are very, very valuable assets to our local community.
- An oasis in an industrial heartland. Committee, staff and families from Emma McLean Kindergarten respond to the proposed options for the Western Distributor. The committee, staff and families of Emma McLean kindergarten are enormously concerned that many of the proposed options for the western distributor will impact negatively on our service and on the well-being of the children attending here. Emma McLean kindergarten has been a highly valued community educational asset for families of Spotswood since 1944. It has established itself as a trailblazer of innovative programs led by families to meet the needs of the community it services. In 1994 it combined high quality educational kindergarten programs with the hours of extended childcare to meet the needs of its working families and today remains a unique model of flexibility and responsiveness, managed by its parent committee of management. In 2014 it funded a dedicated outdoor education teacher to provide a robust program of sustainability and outdoor education drawing heavily on the philosophy of the European forest school movement. We have invested heavily in creating a glorious outdoor space that provides an oasis for our inner city families and aims to foster a lifelong appreciation and awareness of environmental issues. Our service continues to gain recognition and accolades for its unique blend of care, educational excellence and community engagement. We have adored seeing our service become revitalised with the growing numbers of young families moving into Spotswood and their determination to create a community that is rich, diverse and welcoming. We are horrified at the proposals for the Western Distributor that would erode all the quality of life we currently enjoy by the creation of massive roads and tunnels across the road from our lovely service and the seventy young families who currently benefit from our rich indoor and outdoor programs. We acknowledge the proposed gains from the Western Distributor including reduced travel times for movement of freight and other traffic but are far more concerned about the quality of life of our current community's children who plan happily for hours in relative peace and quiet, streets where families walk to school and kindergarten and work, houses where people live in a quiet sustainability without the roar of constant traffic. These are the things the families of Emma McLean value for themselves and for the future of their children. We strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community. We object strongly to the limited time we have been given to consider the options and the limited amount of data related to these options. We look forward to greater consultation and more detailed information about the proposed options and their effects upon the communities that will be so greatly affected by the Western Distributor.
- An oasis in an industrial heartland. Committee, staff and families from Emma McLean Kindergarten respond to the proposed options for the Western Distributor. The committee, staff and families of Emma McLean kindergarten are enormously concerned that many of the proposed options for the western distributor will impact negatively on our service and on the well-being of the children attending here. Emma McLean kindergarten has been a highly valued community educational asset for families of Spotswood since 1944. It has established itself as a trailblazer of innovative programs led by families to meet the needs of the community it services. In 1994 it combined high quality educational kindergarten programs with the hours of extended childcare to meet the needs of its working families and today remains a unique model of flexibility and responsiveness, managed by its parent committee of management. In 2014 it funded a dedicated outdoor education teacher to provide a robust program of sustainability and outdoor education drawing heavily on the philosophy of the European forest school movement. We have invested heavily in creating a glorious outdoor space that provides an oasis for our inner city families and aims to foster a lifelong appreciation and awareness of environmental issues. Our service continues to gain recognition and accolades for its unique blend of care, educational excellence and community engagement. We have adored seeing our service

become revitalised with the growing numbers of young families moving into Spotswood and their determination to create a community that is rich, diverse and welcoming. We are horrified at the proposals for the Western Distributor that would erode all the quality of life we currently enjoy by the creation of massive roads and tunnels across the road from our lovely service and the seventy young families who currently benefit from our rich indoor and outdoor programs. We acknowledge the proposed gains from the Western Distributor including reduced travel times for movement of freight and other traffic but are far more concerned about the quality of life of our current community's children who plan happily for hours in relative peace and quiet, streets where families walk to school and kindergarten and work, houses where people live in a quiet sustainability without the roar of constant traffic. These are the things the families of Emma McLean value for themselves and for the future of their children. We strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community. We object strongly to the limited time we have been given to consider the options and the limited amount of data related to these options. We look forward to greater consultation and more detailed information about the proposed options and their effects upon the communities that will be so greatly affected by the Western Distributor.

- I've attached a letter drafted by our Kinder that outlines exactly what our concern are. An oasis in an industrial heartland. Committee, staff and families from Emma McLean Kindergarten respond to the proposed options for the Western Distributor. The committee, staff and families of Emma Mclean kindergarten are enormously concerned that many of the proposed options for the western distributor will impact negatively on our service and on the well-being of the children attending here. Emma McLean kindergarten has been a highly valued community educational asset for families of Spotswood since 1944. It has established itself as a trailblazer of innovative programs led by families to meet the needs of the community it services. In 1994 it combined high quality educational kindergarten programs with the hours of extended childcare to meet the needs of its working families and today remains a unique model of flexibility and responsiveness, managed by its parent committee of management. In 2014 it funded a dedicated outdoor education teacher to provide a robust program of sustainability and outdoor education drawing heavily on the philosophy of the European forest school movement. We have invested heavily in creating a glorious outdoor space that provides an oasis for our inner city families and aims to foster a lifelong appreciation and awareness of environmental issues. Our service continues to gain recognition and accolades for its unique blend of care, educational excellence and community engagement. We have adored seeing our service become revitalised with the growing numbers of young families moving into Spotswood and their determination to create a community that is rich, diverse and welcoming. We are horrified at the proposals for the Western Distributor that would erode all the quality of life we currently enjoy by the creation of massive roads and tunnels across the road from our lovely service and the seventy young families who currently benefit from our rich indoor and outdoor programs. We acknowledge the proposed gains from the Western Distributor including reduced travel times for movement of freight and other traffic but are far more concerned about the quality of life of our current community's children who plan happily for hours in relative peace and quiet, streets where families walk to school and kindergarten and work, houses where people live in a quiet sustainability without the roar of constant traffic. These are the things the families of Emma McLean value for themselves and for the future of their children. We strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community. We object strongly to the limited time we have been given to consider the options and the limited amount of data related to these options. We look forward to greater consultation and more detailed information about the proposed options and their effects upon the communities that will be so greatly affected by the Western Distributor.
- As a very concerned resident of the area, a parent of past, present and future kindergarten children and an ongoing member of the Emma McLean committee of management I would like to object to option 3, 4 and 5 for their adverse effect on both the kindergarten and the local community. My eldest child attended Emma McLean Kindergarten from 2009-2011, my second child from 2011-2012, my 3rd child is there currently this year and next and my 4th child will attend in 2018 and 2019. I have been a resident of South Kingsville since 2005. I believe that options 3, 4 and 5 are a terrible option for Emma McLean Kindergarten and the local community of Spotswood. It will adversely affect both local families and all current and future families of the kindergarten. In my opinion these options should not be considered at all!!
- I am writing to object to Proposal 3, 4 and 5 for the Westgate extension. This concern is coming from a desire to nurture the area of Emma McLean kinder and Spotswood football club. These unique community based areas are so precious to our young children of this area. They provide a serene, calm, clean area for our youth to take refuge in and a major traffic construction near to this area would be devastating for these resources
- I understand the benefits of the new roads however, why would you even contemplate building a "truck" road across from a day-care/ kindergarten and near facilities that are used/visited by families (Spotswood Football

Club / Spotswood Golf Course / Scienceworks). Isn't the health and safety of people a bigger priority than money????

- Options 3, 4 and 5 directly impact myself, my family and the wider community of Spotswood.
- The effects on the Emma McLean Kindergarten which has been there since 1944, are huge. As a parent who is intending to send a child there next year I am strongly opposed to all these three options. Please don't choose options 3, 4 or 5!
- In closing, the significant impacts to these social hubs where our children and adults form lifelong friendships and memories make Spotswood the wonderful community it is today. Please don't shift the core issue here into another suburb. Fix the problem.
- I am a parent of two children, one of whom attends Emma Mclean Kindergarten on Hope Street, as a committee member and parent I am strongly against bringing a major trucking route of hazardous and dangerous goods in such close proximity to the amazing natural habitat that the team at Emma Mclean have created over 70 years.
- I am writing to voice the grave concerns I have over the Western Distributor options 3, 4, and 5 and the horrible impacts this development will have on our Spotswood community.
- I fear it will no longer be safe to walk around the area, to and from the kinder. Please take this into consideration, Emma Mclean is our only kindergarten and an integral part of our community.
- I am even more concerned on the impacts this will have on our only Spotswood kindergarten 'Emma McLean Kindergarten' and our only sporting facility 'Donald McLean reserve'. Emma McLean Kindergarten was established over 70 years ago and is now a well-known and trusted centre that is tucked away in a quiet location and boasts a natural environmental outdoor area.
- I'm a Spotswood resident for over 50 years, my family have been involved in all aspects of the community life at Spotswood, being heavily involved in the local football and cricket clubs. I attended the Emma McLean kindergarten as did my children, my concern is the impact on options 3, 4 and 5 will have on the local community with a major concern for the sporting clubs (cricket/football/golf) with the amount of work that has gone into these grounds to allow many of the local community to enjoy playing sport in such an enjoyable environment. Sporting clubs having to move/losing part of the grounds.
- We write to provide our feedback on Transurban's plans for the Western Distributor. We live in The Avenue Spotswood (address provided, not published), opposite Donald McLean Reserve. Based on our review of Transurban's five proposed options for the tunnel and freeway connections, we believe that options 3, 4 and 5 would be the most disruptive to our local community.
- We consider that fly overs and connections to Hall Street or Simcock Avenue would negatively affect existing sporting facilities, the Emma McLean Kindergarten and Spotswood's main strip of shops in Hudsons Road.
- We are residents of Robert Street, Spotswood and we are writing to express our extreme concern at some of the options floated for the Western Distributor Tunnel. It would appear several of the options, which have only recently been released, will have a significant impact on key Spotswood facilities. These are namely the kindergarten, where we plan on sending our two young children (Emma McLean Kindergarten) and also the parkland and sports ovals where we spend a considerable amount of family time.
- It is vitally important for the community of young families in Spotswood to maintain facilities such as the kindergarten and sports reserve. Green space and community space is an essential part of our community and the livelihood of all residents.
- I spent a lot of time researching and came across the plans for the elevated truck platforms as an addition to the monstrosity of the short tunnel. Firstly, I would like to express my absolute disgust in Transurban trying to brush over the impact that the elevated truck platform will have on the residences of Spotswood should options 3, 4 and 5 of the proposals proceed. All three of these will have a direct impact on the childcare centre, sporting grounds including the Spotswood football club and the residences.
- I also strongly object to options 3, 4 and 5 due to their impact on the Emma McLean Kindergarten which would directly impact 70 families. Whilst property owners in Yarraville may object to Options 1 and 2 due to impact on their private properties for genuinely valid reasons, the impact is small and insignificant when compared to the impact on Kindergarten. This kindergarten, representing only a single impacted property, is used by 70 young families. Surely the impact to these 70 families with children attending the kindergarten, is greater than the impact to a small number of individual households. In summary, options 1 and 2 have the least adverse impact on the broader community and should be prioritised above options 3, 4 and 5. Thanks for considering the community feedback throughout the design process.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has

been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club

- I live in Spotswood and have two young children, one who currently attends the Emma McLean Kindergarten and one who will attend in 2016. I was very concerned to learn only recently of the proposed options 3, 4 and 5 of the Hyde Street access which is part of the West Gate Freeway/Western Distributor project. There are two specific areas that cause me major concern: The impact of options 3, 4 and 5 on Emma McLean kindergarten and the impact of options 3, 4 and 5 on Donald McLean reserve and the Spotswood footy club. Emma McLean kindergarten My 4 year old son has been attending Emma McLean since January 2016 and I have become a member of the Committee. My sons cycles the 10 minutes to kinder every morning along Hall Street and Hope Street. Emma McLean is a wonderful kindergarten which has a long and proud history, serving the Spotswood community for over 70 years. Even though it is an inner-city kindergarten it is tucked away in a quiet spot with little through traffic. Over the years the management and staff have created a very special, natural outdoor area that allows the children to enjoy, appreciate and learn about the natural environment. Building a major road for petrol tankers and trucks carrying dangerous goods which will pass right next to the kindergarten will destroy the beautiful haven that is Emma McLean.
- Both Emma McLean kindergarten and the Spotswood footy club are vital parts of the Spotswood community. We have only lived in Spotswood for a couple of years and both of these establishments have been integral to our integration into the community and providing a sense of belonging. Spotswood is a small residential community surrounded by lots of industry and therefore it is important to maintain the social infrastructure that currently exists and thrives. I have grave concerns over Options 3, 4 and 5 and the impact they will have on both these well-loved institutions.
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.
- Let's not leave out the fact that Spotswood children learn and develop in the Emma McLean Kindergarten and your Options 3, 4 and 5 will bring an end to this kindergarten for sure.
- Emma McLean Kinder is an absolute golden asset to our Community and if you do your research you'd discover that it is one of the most highly regarded Kinders in the Hobsons Bay region. There is always a huge wait-list and the teachers and Committee believe strongly in Community inclusion and engaging with the surrounding environment. Building a huge sound barrier right outside the Kinder, not to mention the sound and air pollution will have a HUGE impact on this exceptional community run facility. So as a concerned resident of Spotswood and member of the Emma McLean Committee and community I strongly object Options 3, 4 and 5. I can be contact on (phone number provided, not published) if further comment is required
- I also strongly object to options 3, 4 and 5 due to their impact on the Emma McLean Kindergarten which would directly impact 70 families.
- I am hugely concerned about Options 3, 4 and 5 due to the impact on Don McLean Reserve and the Emma McLean Kindergarten.
- Whilst we acknowledge that placing ramps on the south-side of the West Gate Freeway avoids any impacts to Stony Creek itself, we are concerned that this will result in unacceptable impacts to others in the community
- such as Spotswood residents and sensitive receptors including a childcare centre, and existing sporting/recreational facilities. We do not favour an approach that just transfers 'our' problem to others. This is contrary to our philosophy of improving community outcomes for the inner west. This option also results in a flyover to cross the West Gate Freeway for west-east traffic, which result in visual amenity, noise and emission issues for both Yarraville and Spotswood residents. If the aforementioned concerns could be satisfactorily addressed, then this option does have merit. However, we have doubts that this could be achieved.

- Option 3: Has a negative impact on existing sporting facilities on either side of the freeway, Westgate Golf Club and Spotswood Cricket Club. The elevated ramp crossing the existing West Gate Freeway will have a huge visual impact on neighbouring communities as well as increasing noise travel. These roads would also have a negative impact on housing and a kindergarten on Hope Street.
- Options 2, 3 and 5 have the potential to create a negative impact on nearby residents visually and potentially with noise and pollution as truck traffic will be closer to housing

#### **Concern – open space**

- We fear that these options would impact significantly on the Emma McLean Kindergarten, Donald McLean Reserve and surrounding sporting facilities due to the close proximity of the project
- Our concern also extends to the sporting facilities and public reserve surrounding Emma McLean. Again, as relatively new residents, we are currently weighing up the possibility of raising our children in this area over the long term, and access to sporting and recreation facilities will be key in our decision making
- As a resident of Spotswood, I am concerned regarding some of the proposed designs for the Western distributor. The important issues as a resident of Spotswood - loss of green space in an industrial area already lacking green space.
- Loss of community space.
- The loss of green space in the Don McLean Reserve will have a huge impact on our community. This space is a highly utilised sport and recreation facility for young children and families. It provides opportunities for people of all ages to be involved in organised and casual sport and recreation.
- As a resident of Spotswood, I am concerned regarding some of the proposed designs for the Western distributor. The important issues as a resident of Spotswood: Loss of green space in an industrial area already lacking green space.
- Loss of community space
- The loss of green space in the Don McLean Reserve will have a huge impact on our community. This space is a highly utilised sport and recreation facility for young children and families. It provides opportunities for people of all ages to be involved in organised and casual sport and recreation.
- I am concerned about Options 3, 4 and 5 due to the impact on Don McLean Reserve and the Emma McLean Kindergarten.
- Let them have the chance of going to the local kinder, playing at the local footy club, going to the park at the end of the street with grandad and only the quiet hum of bridge traffic to contend with at night.
- adversely impact much-loved, much-used and highly-valued sporting facilities;
- I strongly object to options 3, 4 and 5 as I feel they will severely impact upon the Spotswood community particularly on the nearby kindergarten, valuable parkland and sporting facilities including the golf course. These facilities are very, very valuable assets to our local community. We are trying to encourage children, young adults, adults and older community members, of which I am one, to get outdoors and get active. I regularly use these areas for walking my dogs and would be very sad if they were to be compromised.
- My eldest also partakes in sports activities on Donald McLean Reserve and these options will impact this also. I would argue that these two facilities are used more so by the local community more so than those in options 1 and 2.
- The Donald McLean Reserve' has a cricket and football club as well as two playground areas. This reserve is a great spot for locals to gather, meet, be active and play in a natural environment. The construction of a major road for petrol tankers and trucks carrying dangerous materials is of major concern, this means the children attending the kindergarten and the families enjoying the reserve will be exposed to noise pollution and air pollution on a daily basis.
- I'm a Spotswood resident for over 50 years, my family have been involved in all aspects of the community life at Spotswood, being heavily involved in the local football and cricket clubs. I attended the Emma McLean kindergarten as did my children, my concern is the impact on options 3, 4 and 5 will have on the local community with a major concern for the sporting clubs (cricket/football/golf) with the amount of work that has gone into these grounds to allow many of the local community to enjoy playing sport in such an enjoyable environment. Sporting clubs having to move/losing part of the grounds.
- We are residents of Robert Street, Spotswood and we are writing to express our extreme concern at some of the options floated for the Western Distributor Tunnel. It would appear several of the options, which have only recently been released, will have a significant impact on key Spotswood facilities. These are namely the

kindergarten, where we plan on sending our two young children (Emma McLean Kindergarten) and also the parkland and sports ovals where we spend a considerable amount of family time.

- It is vitally important for the community of young families in Spotswood to maintain facilities such as the kindergarten and sports reserve. Green space and community space is an essential part of our community and the livelihood of all residents.
- I spent a lot of time researching and came across the plans for the elevated truck platforms as an addition to the monstrosity of the short tunnel. Firstly, I would like to express my absolute disgust in Transurban trying to brush over the impact that the elevated truck platform will have on the residences of Spotswood should options 3, 4 and 5 of the proposals proceed. All three of these will have a direct impact on the childcare centre, sporting grounds including the Spotswood football club and the residences.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club
- I live in Spotswood and have two young children, one who currently attends the Emma McLean Kindergarten and one who will attend in 2016. I was very concerned to learn only recently of the proposed options 3, 4 and 5 of the Hyde Street access which is part of the West Gate Freeway/Western Distributor project. There are two specific areas that cause me major concern: The impact of options 3, 4 and 5 on Emma McLean kindergarten and the impact of options 3, 4 and 5 on Donald McLean reserve and the Spotswood footy club. Emma McLean kindergarten My 4 year old son has been attending Emma McLean since January 2016 and I have become a member of the Committee. My sons cycles the 10 minutes to kinder every morning along Hall Street and Hope Street. Emma McLean is a wonderful kindergarten which has a long and proud history, serving the Spotswood community for over 70 years. Even though it is an inner-city kindergarten it is tucked away in a quiet spot with little through traffic. Over the years the management and staff have created a very special, natural outdoor area that allows the children to enjoy, appreciate and learn about the natural environment. Building a major road for petrol tankers and trucks carrying dangerous goods which will pass right next to the kindergarten will destroy the beautiful haven that is Emma McLean.
- As an inner-city industrial suburb Spotswood has very little green space, so what green space we have is cherished. Donald McLean Reserve is the only reserve in Spotswood to include outdoor sporting facilities such as the cricket pitch, footy oval and tennis courts. We regularly walk with our young children to the playgrounds on Don McLean reserve and my oldest son has recently started doing Auskick at the Spotswood footy club. Whilst we have only recently joined it is a thriving footy club and a great place to get kids running around and enjoying being outside, whilst parents get to know others from the local community.
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.
- The Western distributor project currently includes five options for the tunnel and Hyde Street access. Each option has differing impacts on the community's public green space. It is absolutely important to preserve the limited public green space in our community. However, all parks are not created equal. The quality of facilities, amenity provided, frequency of use and community benefit must be considered with each of these options. Hyde Street reserve and Stony creek reserve are poor quality public green spaces when compared to Don McLean reserve. Hyde/Stony Creek Reserve is: Infrequently used during daylight hours. It is used only by individuals for recreation occasionally, mainly on weekends, and ad-hoc in nature. Vacant at night and poorly lit, as evidenced by the dumping of rubbish in the parkland. Poorly maintained by the Council, as evidenced by the dumping of rubbish in the parkland. In comparison, Don McLean Reserve provides a significantly greater level of community benefit: Used regularly on by several sporting clubs for Aussie Rules Football and Cricket.

The park is used on weeknights for training, and all day on weekends for matches. This activity is regular, structured and organised unlike the adhoc use of Hyde and Stony Creek reserve. This activity is attended by participants as well as their family and friends. Therefore, the number of regular users of the Don McLean Reserve is significantly higher than that of Hyde and Stony Creek Reserves. Well maintained by the Council and grounds-keepers. It is well lit and there is no rubbish dumped on this land. Park users use the many council-provided bins for their refuse from BBQs, dog walking, etc. Also used by individuals for recreation, and whilst ad-hoc in nature, it is used more frequently at night due to the strong lighting throughout the reserve.

- I would like to voice my concern for the Western Distributor tunnel as it will really effect the Spotswood community for many years to come. I am deeply against Options 3, 4 and 5 as this will not only effect local residents with the noise and pollution it will bring, but it will destroy the heart of Spotswood being the Spotswood Cricket, Footy Club, Tennis and golf club. The interest of Spotswood through the years have been the fact that you have a beautiful park area to enjoy playing sports, watching sports and really feel part of the community. If this is taken away I know the area will not be as desirable and you will find a lot of people will pack up and leave.
- The Western distributor project currently includes five options for the tunnel and Hyde Street access. Each option has differing impacts on the community's public green space. It is absolutely important to preserve the limited public green space in our community. However, all parks are not created equal. The quality of facilities, amenity provided, frequency of use and community benefit must be considered with each of these options. Hyde Street reserve and Stony creek reserve are poor quality public green spaces when compared to Don McLean reserve. Hyde/Stony creek reserve is: Infrequently used during daylight hours. It is used only by individuals for recreation occasionally, mainly on weekends, and ad-hoc in nature, Vacant at night and poorly lit, as evidenced by the dumping of rubbish in the parkland. Poorly maintained by the council, as evidenced by the dumping of rubbish in the parkland. In comparison, Don McLean reserve provides a significantly greater level of community benefit: Used regularly on by several sporting clubs for Aussie Rules Football and Cricket. The park is used on weeknights for training, and all day on weekends for matches. This activity is regular, structured and organised unlike the adhoc use of Hyde and Stony Creek reserve. This activity is attended by participants as well as their family and friends. Therefore, the number of regular users of the Don McLean reserve is significantly higher than that of Hyde and Stony Creek reserves. Well maintained by the council and groundskeepers. It is well lit and there is no rubbish dumped on this land. Park users use the many council-provided bins for their refuse from BBQs, dog walking, etc. Also used by individuals for recreation, and whilst ad-hoc in nature, it is used more frequently at night due to the strong lighting throughout the reserve.
- I am hugely concerned about Options 3, 4 and 5 due to the impact on Don McLean Reserve and the Emma McLean Kindergarten.
- Whilst we acknowledge that placing ramps on the south-side of the West Gate Freeway avoids any impacts to Stony Creek itself, we are concerned that this will result in unacceptable impacts to others in the community such as Spotswood residents and sensitive receptors including a childcare centre, and existing sporting/recreational facilities. We do not favour an approach that just transfers 'our' problem to others. This is contrary to our philosophy of improving community outcomes for the inner west. This option also results in a flyover to cross the West Gate Freeway for west-east traffic, which result in visual amenity, noise and emission issues for both Yarraville and Spotswood residents. If the aforementioned concerns could be satisfactorily addressed, then this option does have merit. However, we have doubts that this could be achieved.
- Option 3: Has a negative impact on existing sporting facilities on either side of the freeway, Westgate Golf Club and Spotswood Cricket Club. The elevated ramp crossing the existing West Gate Freeway will have a huge visual impact on neighbouring communities as well as increasing noise travel. These roads would also have a negative impact on housing and a kindergarten on Hope Street.

#### **Concern – traffic flow and congestion**

- the consequent traffic, noise, and pollution levels
- This would heavily impact on noise and pollution levels, with a significant amount of traffic, passing in very close proximity to the kinder.
- I strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community
- I live on The Avenue in Spotswood and have children who attend Emma McLean Kindergarten and am appalled by Options 3, 4 and 5 that you are presenting, especially Option 5. If you lived in the area at all, you would know that traffic, noise and pollution is already an issue with the trucks in the area.



- The impacts of options 3, 4 and 5 seem to be relocating the traffic and air quality issues from Yarraville to Spotswood.
- As a resident of Spotswood I am angry and disappointed that 3 of the 5 options significantly impact this small suburb immensely. I amongst fellow residents and concerned locals also note that our standing in this saga is overshadowed by the larger more vocal residents of Yarraville. I feel that Options 3 to 5 are merely shifting Yarraville's trucks problems over to our hidden gem of a suburb.
- obvious increase in large vehicle traffic congestion into this small suburb
- Increasing traffic flow through a heavily residential area should not be an outcome of this project. We believe the aim should be to reduce traffic flow and pollution through residential areas.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club
- If my above points are not strong enough, the fact is Spotswood cannot afford to have any extra traffic as it is not sustainable for our area. Thanks for listening.
- Options 3, 4 and 5 will negatively impact on our business both during construction and after completion by the increase of traffic and its diversions around our site, particularly where trucks and delivery vehicles are turning into and out of our property.
- Options 3, 4, and 5 will have an immediate detrimental effect on our business by exponentially increasing traffic use on Simcock Avenue, thereby increasing environmental impacts and safety concerns for our business.

#### **Concern – noise**

- the consequent traffic, noise, and pollution levels
- increase the noise and pollution levels around the kinder.
- Traffic noise.
- Traffic noise.
- I write to formally inform you of my concerns regarding some of the options proposed in the Western distributor project. As a resident of Derham Street Spotswood 3015 (address provided, not published), I am very concerned regarding the effects on my house directly (noise, decrease in house value, disruption to local community)
- This would heavily impact on noise and pollution levels, with a significant amount of traffic, passing in very close proximity to the kinder.
- I strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community
- I live on The Avenue in Spotswood and have children who attend Emma McLean Kindergarten and am appalled by Options 3, 4 and 5 that you are presenting, especially Option 5. If you lived in the area at all, you would know that traffic, noise and pollution is already an issue with the trucks in the area.
- The air pollution and noise which will make living in Spotswood extremely unpleasant. Not to mention the children at Emma McLean Kindergarten.
- The construction of a major road for petrol tankers and trucks carrying dangerous materials is of major concern, this means the children attending the kindergarten and the families enjoying the reserve will be exposed to noise pollution and air pollution on a daily basis.
- Noise and pollution issues.
- As residents of The Avenue we are also concerned that any elevated ramp or roadway above the existing West Gate Freeway, alongside Donald McLean Reserve, would directly impact the visual, air and noise quality at our property. Causing us concern for our health and also the value of our property. Currently there are no barriers between the freeway and the reserve and we have noticed that pollution from the freeway crosses the reserve and leaves a residue on our car, front garden and house. The noise from the vehicles on the freeway can also be heard throughout the house and from our backyard. Any increase in this air/noise pollution would be of great concern to us and the health effects that it may have on our family. We would like Transurban to consider options that have the least impact on amenity in our area and ensure that there are no negative impacts to residents health or property value.

- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.
- I would like to voice my concern for the Western Distributor tunnel as it will really effect the Spotswood community for many years to come. I am deeply against Options 3, 4 and 5 as this will not only effect local residents with the noise and pollution it will bring, but it will destroy the heart of Spotswood being the Spotswood Cricket, Footy Club, Tennis and golf club. The interest of Spotswood through the years have been the fact that you have a beautiful park area to enjoy playing sports, watching sports and really feel part of the community. If this is taken away I know the area will not be as desirable and you will find a lot of people will pack up and leave.
- Emma McLean Kinder is an absolute golden asset to our Community and if you do your research you'd discover that it is one of the most highly regarded Kinders in the Hobsons Bay region. There is always a huge wait-list and the teachers and Committee believe strongly in Community inclusion and engaging with the surrounding environment. Building a huge sound barrier right outside the Kinder, not to mention the sound and air pollution will have a HUGE impact on this exceptional community run facility. So as a concerned resident of Spotswood and member of the Emma McLean Committee and community I strongly object Options 3, 4 and 5. I can be contact on (phone number provided, not published) if further comment is required
- Whilst we acknowledge that placing ramps on the south-side of the West Gate Freeway avoids any impacts to Stony Creek itself, we are concerned that this will result in unacceptable impacts to others in the community such as Spotswood residents and sensitive receptors including a childcare centre, and existing sporting/recreational facilities. We do not favour an approach that just transfers 'our' problem to others. This is contrary to our philosophy of improving community outcomes for the inner west. This option also results in a flyover to cross the West Gate Freeway for west-east traffic, which result in visual amenity, noise and emission issues for both Yarraville and Spotswood residents. If the aforementioned concerns could be satisfactorily addressed, then this option does have merit. However, we have doubts that this could be achieved.
- Option 3: Has a negative impact on existing sporting facilities on either side of the freeway, Westgate Golf Club and Spotswood Cricket Club. The elevated ramp crossing the existing West Gate Freeway will have a huge visual impact on neighbouring communities as well as increasing noise travel. These roads would also have a negative impact on housing and a kindergarten on Hope Street.
- Options 2, 3 and 5 have the potential to create a negative impact on nearby residents visually and potentially with noise and pollution as truck traffic will be closer to housing

#### **Concern – air quality**

- the consequent traffic, noise, and pollution levels
- The potential effect on young children of pollution from a tunnel designed specifically for trucks goes without saying,
- Air pollution.
- increase the noise and pollution levels around the kinder.
- Air pollution.
- This would heavily impact on noise and pollution levels, with a significant amount of traffic, passing in very close proximity to the kinder.

- I live on The Avenue in Spotswood and have children who attend Emma McLean Kindergarten and am appalled by Options 3, 4 and 5 that you are presenting, especially Option 5. If you lived in the area at all, you would know that traffic, noise and pollution is already an issue with the trucks in the area.
- The air pollution and noise which will make living in Spotswood extremely unpleasant. Not to mention the children at Emma McLean Kindergarten.
- The impacts of options 3, 4 and 5 seem to be relocating the traffic and air quality issues from Yarraville to Spotswood.
- The construction of a major road for petrol tankers and trucks carrying dangerous materials is of major concern, this means the children attending the kindergarten and the families enjoying the reserve will be exposed to noise pollution and air pollution on a daily basis.
- Noise and pollution issues.
- As residents of The Avenue we are also concerned that any elevated ramp or roadway above the existing West Gate Freeway, alongside Donald McLean Reserve, would directly impact the visual, air and noise quality at our property. Causing us concern for our health and also the value of our property. Currently there are no barriers between the freeway and the reserve and we have noticed that pollution from the freeway crosses the reserve and leaves a residue on our car, front garden and house. The noise from the vehicles on the freeway can also be heard throughout the house and from our backyard. Any increase in this air/noise pollution would be of great concern to us and the health effects that it may have on our family. We would like Transurban to consider options that have the least impact on amenity in our area and ensure that there are no negative impacts to residents health or property value.
- Increasing traffic flow through a heavily residential area should not be an outcome of this project. We believe the aim should be to reduce traffic flow and pollution through residential areas.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club
- I would like to voice my concern for the Western Distributor tunnel as it will really effect the Spotswood community for many years to come. I am deeply against Options 3, 4 and 5 as this will not only effect local residents with the noise and pollution it will bring, but it will destroy the heart of Spotswood being the Spotswood Cricket, Footy Club, Tennis and golf club. The interest of Spotswood through the years have been the fact that you have a beautiful park area to enjoy playing sports, watching sports and really feel part of the community. If this is taken away I know the area will not be as desirable and you will find a lot of people will pack up and leave.
- Emma McLean Kinder is an absolute golden asset to our Community and if you do your research you'd discover that it is one of the most highly regarded Kinders in the Hobsons Bay region. There is always a huge wait-list and the teachers and Committee believe strongly in Community inclusion and engaging with the surrounding environment. Building a huge sound barrier right outside the Kinder, not to mention the sound and air pollution will have a HUGE impact on this exceptional community run facility. So as a concerned resident of Spotswood and member of the Emma McLean Committee and community I strongly object Options 3, 4 and 5. I can be contact on (phone number provided, not published) if further comment is required
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.
- Options 3, 4, and 5 will have an immediate detrimental effect on our business by exponentially increasing traffic use on Simcock Avenue, thereby increasing environmental impacts and safety concerns for our business

- Whilst we acknowledge that placing ramps on the south-side of the West Gate Freeway avoids any impacts to Stony Creek itself, we are concerned that this will result in unacceptable impacts to others in the community such as Spotswood residents and sensitive receptors including a childcare centre, and existing sporting/recreational facilities. We do not favour an approach that just transfers 'our' problem to others. This is contrary to our philosophy of improving community outcomes for the inner west. This option also results in a flyover to cross the West Gate Freeway for west-east traffic, which result in visual amenity, noise and emission issues for both Yarraville and Spotswood residents. If the aforementioned concerns could be satisfactorily addressed, then this option does have merit. However, we have doubts that this could be achieved.
- Options 2, 3 and 5 have the potential to create a negative impact on nearby residents visually and potentially with noise and pollution as truck traffic will be closer to housing

#### **Concern – property value**

- I would also like to know what impact this is going to have on our property as our house is only metres from the freeway. If it does would like more information on how household like ours would be compensated.
- I write to formally inform you of my concerns regarding some of the options proposed in the Western distributor project. As a resident of Derham Street Spotswood 3015 (address provided, not published), I am very concerned regarding the effects on my house directly (noise, decrease in house value, disruption to local community)
- Changes to the community landscape with new structures being built (affecting future real estate pricing). Very concerned long time Spotswood resident
- As residents of The Avenue we are also concerned that any elevated ramp or roadway above the existing West Gate Freeway, alongside Donald McLean Reserve, would directly impact the visual, air and noise quality at our property. Causing us concern for our health and also the value of our property. Currently there are no barriers between the freeway and the reserve and we have noticed that pollution from the freeway crosses the reserve and leaves a residue on our car, front garden and house. The noise from the vehicles on the freeway can also be heard throughout the house and from our backyard. Any increase in this air/noise pollution would be of great concern to us and the health effects that it may have on our family. We would like Transurban to consider options that have the least impact on amenity in our area and ensure that there are no negative impacts to residents health or property value.

#### **Concern – elevated roads**

- I spent a lot of time researching and came across the plans for the elevated truck platforms as an addition to the monstrosity of the short tunnel. Firstly, I would like to express my absolute disgust in Transurban trying to brush over the impact that the elevated truck platform will have on the residences of Spotswood should options 3, 4 and 5 of the proposals proceed.
- require an elevated ramp above the existing West Gate Freeway (option 3)
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.

#### **Concern – amenity and visual**

- Visual impact.
- Visual impact.
- I write to formally inform you of my concerns regarding some of the options proposed in the Western distributor project. As a resident of Derham Street Spotswood 3015 (address provided, not published), I am very concerned regarding the effects on my house directly (noise, decrease in house value, disruption to local community)

- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club
- Whilst we acknowledge that placing ramps on the south-side of the West Gate Freeway avoids any impacts to Stony Creek itself, we are concerned that this will result in unacceptable impacts to others in the community such as Spotswood residents and sensitive receptors including a childcare centre, and existing sporting/recreational facilities. We do not favour an approach that just transfers 'our' problem to others. This is contrary to our philosophy of improving community outcomes for the inner west. This option also results in a flyover to cross the West Gate Freeway for west-east traffic, which result in visual amenity, noise and emission issues for both Yarraville and Spotswood residents. If the aforementioned concerns could be satisfactorily addressed, then this option does have merit. However, we have doubts that this could be achieved.
- Option 3: Has a negative impact on existing sporting facilities on either side of the freeway, Westgate Golf Club and Spotswood Cricket Club. The elevated ramp crossing the existing West Gate Freeway will have a huge visual impact on neighbouring communities as well as increasing noise travel. These roads would also have a negative impact on housing and a kindergarten on Hope Street.

#### **Concern – other**

- I wish to raise my strong objections to Options 3, 4 and 5.
- We write to express concern and my objections to Options 3, 4 and 5 recently tabled. Firstly, the lack of community awareness is of great concern to those of us who live in Spotswood and whose children attend Emma McLean Kinder and Spotswood Primary school and love our quiet little community. As a resident of Spotswood I have not received any information regarding these options and was only made aware of the project via a Kinder Committee meeting recently, this is also of great concern to the local community.
- I am also concerned about the lack of information available regarding the impact of these options and the limited amount of time the community has been given to consider and respond.

#### **Advantage**

- As per Options 3 and 4, this option could also provide a benefit to the site at 208 Hall Street as the site would have more direct access to the West Gate Freeway to head west towards Werribee and the M80 Ring Road provided access to the ramp is available from the site.

#### **Improvement idea**

- As a resident and road-user, my hope is that any future works will put a priority on; minimising the impact to highly-utilised open community space; that any new roads are built as close to existing roads as possible; and that the long-term impact to the community and residents is given priority over the short-term cost estimates
- As a resident and road-user, my hope is that any future works will put a priority on; minimising the impact to highly-utilised open community space; that any new roads are built as close to existing roads as possible; and that the long-term impact to the community and residents is given priority over the short-term cost estimates.
- Why is it okay to propose this for Spotswood, but not ok in the case of the East-West link through Collingwood and Parkville? Is it because those electorates are more marginal than ours? We would encourage the State Government, Transurban and other stakeholders in this project to select the option that has the least environmental and social impact on the Inner West.
- We therefore have strong opinions as to what is required and make the following recommendations: Any road widening of Simcock Avenue is to be contained within the current dimensions of Council land and not to encroach into our property. A traffic light be installed on the corner of Simcock Avenue and Booker Street in conjunction with a new cross over at 20 Simcock Avenue. This will enable Cootes safe site access, as well as provide safe access to Science Work's customer car parks. Failure to implement this control will render options 3, 4 and 5 unworkable in Cootes opinion.
- Options 3 (Orange) and 4 (Blue) - These options both include ramps that are located to the south of the West Gate Freeway which run through the former Mobil Spotswood Terminal site on the north side of Hall Street. These ramps run in close proximity to the subject site, but do not impact the site's frontage. From the limited information that is available, it is unclear on how the ramps are proposed to interact with the existing Simcock Avenue alignment. In terms of impacts to the site at 208 Hall Street, it would be important to ensure that Simcock Avenue is not truncated to the west of the junction with the proposed freeway ramps to ensure that

access through to Hyde Street is maintained from the western end of Simcock Avenue. Some form of intersection would therefore be required at this location which may result in increased delays for vehicles accessing the 208 Hall Street site from Hyde Street. These options may also provide a benefit to the site at 208 Hall Street provided through access is maintained along Simcock Avenue as the site would have more direct access to the West Gate Freeway to head west towards Werribee and the M80 Ring Road.

#### **Comment**

- I work shifts and was unable to attend the information sessions however I do note that there was attempts to speak with us at our house however I was working on those day
- If the cost of maintaining this community and completing the project this larger, by opting for the long tunnel, then the fair outcome is that this cost should be borne by the users of the tollway.
- As such, I propose that the options which preserve Don McLean reserve (options 1 and 2) be prioritised above the options which preserve Hyde and Stony Creek reserves (options 3, 4 and 5) due to the quality of parkland and net community benefit provided by the public green space.
- I really ask that you consider this when the decision is made. A long tunnel is expensive, but well worth it and the elevated platform on the Yarraville side does not impact the residences. The Yarraville side keeps the new road within close proximity to the existing freeway and minimises visual and amenity impacts. This is clearly stated in the discussion paper. I would be more than willing to meet directly with you to discuss this issue directly as I can assure you that the Spotswood Community will be perusing these concerns. I can be contacted on (phone number provided, not published)
- We would expect that any road widening of Simcock Ave would be confined to the existing dimensions of the road, because we utilise the full width of our block between Simcock Ave and Hudson Road. We also believe that any use of Simcock Ave would require significant alteration and re-alignment to the Douglas Parade/Hyde street access with installation of full traffic lights. O-I would be keen to be involved in any further discussions and considerations that may impact on the safe and continued use of our site.
- With reference to our conversation on May 3rd and potential for access ramps to be directed across our property, I wish to highlight that this would severely restrict our ability to operate the site and damage the future returns of the McAleese business in a material manner. McAleese would reserve its right to pursue compensation for this impact.

#### **Option 4: North-South**

##### **Concern – proximity of road/structures**

- We currently reside in Hope Street, Spotswood, and as newcomers to the area we have reservations about the proposed Western Distributor Options 3, 4 and 5. We fear that these options would impact significantly on the Emma McLean Kindergarten, Donald McLean Reserve and surrounding sporting facilities due to the close proximity of the project and the consequent traffic, noise, and pollution levels. Emma McLean Kindergarten has been a local institution for decades. Its passion and innovative approach to early education has meant that its importance to the community cannot be overstated. We have a child who will be attending there next year and, given the scarcity and expense of quality childcare it would be a tragedy if the facility's means to develop, evolve and continue to meet the needs of a growing community were to be hampered not by lack of interest, but by limitations placed on it from a project such as this
- we also harbor concerns over the impact the project may have on the Kindergarten's physical space and its accessibility to the community.
- I strongly object to options 3, 4 and 5 because of the impact on Emma McLean kindergarten and these options would increase the noise and pollution levels around the kinder. The kinder is an excellent facility that provides excellent care for young children and put them in a great position to have a long and successful life. It is difficult to find child care in the west and the waiting list around two years and the proposed option would impact Emma McLean and will only make this long process longer, more frustrating and had a massive impact of family life. Also the impact on the sporting ovals would be massive, it is imperative that both young and older people get the option to play sports. This not only great for making long term friends and good exercise but it also keeps people of the streets.
- Also I am concerned that Hudson street cafes and shops will suffer with these options as families from the sporting oval on a weekend will often go to Spotswood for lunch.
- I understand that the community requires reduced travel time however the options 3, 4 and 5 seem to be contraindicated to why the western distributor is needed. It states we need to get trucks off local roads but by

doing this the impact on Spotswood's kindergarten, ovals, golf course and Spotswood community will be massive.

- I also share concern with residents with the potential impact on the Emma McLean Kindergarten. This is a well-established, much-loved and important learning environment for children. Serious consideration should be given to any works that may have an impact on the children and staff at this establishment.
- I also share concern with residents with the potential impact on the Emma McLean Kindergarten. This is a well-established, much-loved and important learning environment for children. Serious consideration should be given to any works that may have an impact on the children and staff at this establishment.
- I am concerned about Options 3, 4 and 5 due to the impact on Don McLean Reserve and the Emma McLean Kindergarten.
- I have a child at Emma McLean Kinder. It is a wonderful kinder and we are particularly concerned that options 3, 4 and 5 would have a significant negative impact. I strongly object to these options. Thank you for noting my concerns
- I am currently the President of the Committee of Management at the Emma McLean Kindergarten and am writing to express my concerns regarding Option 3, 4 and 5 for the Western Distributor, due to its close proximity to the Emma McLean Kindergarten. An integral part of the program at Emma McLean is its outdoor education program which provides our children the opportunity to enjoy the outdoor space at the kindergarten and gain a valuable understanding of their place in our environment. Under options 3, 4 and 5 our outdoor program will be severely compromised due to the increased noise and air pollution that will arise as a result of these options. Having a major thoroughfare so close to a kindergarten puts our children's health and well-being at risk. Clearly consideration has not been given to the impact such infrastructure will have on the ongoing viability of the centre. Would you send your children to a centre that is right next to a major road? Emma McLean has a long history within the Spotswood community and I would hate to think such an outstanding centre will be forced to close due to lack of enrolments, as understandably our children's health and well-being are a parent's first priority. If you wish to discuss this further I can be contacted on (phone number provided, not published)
- and importantly to the Emma Mc Lean Kindergarten area. Emma McLean is a leading kindergarten and long day care centre in the inner Western area. It is common practice for children to be on the wait list for greater than two years to secure a spot at the centre. Surrounding centres also on average require a two year wait for access to early learning centres. Emma McLean services the direct community of Spotswood, a place where children walk to kindergarten and play uninterrupted in the outside facilities.
- Whilst I recognise the wider community requires reduced travel times and improvement in roads, re-directing roads towards the kindergarten area seems to contradict some of the goals of the project - getting trucks off the streets in the inner west area. I strongly object to options 3, 4 and 5 which would grossly impact the Spotswood community
- As I understand, there are a few options being looked at. Option 1 - Hyde Street Reserve, Option 2 - North Option, Option 3 - South Option, Option 4 – North-South Option, Option 5 - Hall Street. Option 3, 4 and 5 would have a significant negative impact on our kindergarten as I can see that the project runs very close to our kinder. This would heavily impact on noise and pollution levels, with a significant amount of traffic, passing in very close proximity to the kinder. I am sure that you would agree that having major traffic flow so close to a kinder is a terrible result, significantly impacting the educator's ability to provide the wonderful education that our kinder is renowned for. I sincerely hope that our voice is heard on this matter. I also hope that children's health and well-being are of an upmost priority when decisions such as this are made.
- My husband and I have been residents of Spotswood for well over 10 years now. We moved here because we are so close to schools, parks, sporting facilities and transport. Now that we have children old enough to walk to these facilities on their own and ENJOY them. We are terribly concerned at the rate of which developers are wanting to come and ruin our landscape. First property and now roads/infrastructure. It's just terrible! My husband and I fearlessly oppose options 3, 4 and 5 in your proposal of the tunnel. These options impede on the very foundation of why we moved to this pocket of Spotswood. We implore you not to proceed with these options in order to preserve positive, long lasting childhood memories for our children. Let them have the chance of going to the local kinder, playing at the local footy club, going to the park at the end of the street with grandad and only the quiet hum of bridge traffic to contend with at night.
- options 3, 4 and 5: profoundly disrupt communities south of the West Gate Bridge; profoundly disrupt and potentially threaten the future growth and vibrancy of the Spotswood shopping strip and local streets
- adversely impact the much-loved, much-used and highly-valued Emma McLean Kindergarten;

- As a family of the Emma McLean kindergarten, we are enormously concerned that many of the proposed options for the western distributor will impact negatively on the service and on the well-being of the children attending here. The children spend a lot of time outdoors and if there is an increased number of trucks and cars close to the kinder, it will negatively impact upon the health and wellbeing of these children. We are absolutely against the proposals for the Western Distributor that would create massive roads and tunnels across the road from the kinder. This kinder is the best of its kind in the Hobsons Bay and Maribyrnong municipalities (believe me, I've looked!!) It would be an absolute shame if future kinder children did not get to experience this centre that helps set these kids up for the best start at school. I understand the proposed gains from the Western Distributor include reduced travel times for movement of freight and other traffic but believe there are other options that will not impact upon this beloved kinder. I strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community
- I strongly object to options 3, 4 and 5 as I feel they will severely impact upon the Spotswood community particularly on the nearby kindergarten, valuable parkland and sporting facilities including the golf course. These facilities are very, very valuable assets to our local community.
- An oasis in an industrial heartland. Committee, staff and families from Emma McLean Kindergarten respond to the proposed options for the Western Distributor. The committee, staff and families of Emma McLean kindergarten are enormously concerned that many of the proposed options for the western distributor will impact negatively on our service and on the well-being of the children attending here. Emma McLean kindergarten has been a highly valued community educational asset for families of Spotswood since 1944. It has established itself as a trailblazer of innovative programs led by families to meet the needs of the community it services. In 1994 it combined high quality educational kindergarten programs with the hours of extended childcare to meet the needs of its working families and today remains a unique model of flexibility and responsiveness, managed by its parent committee of management. In 2014 it funded a dedicated outdoor education teacher to provide a robust program of sustainability and outdoor education drawing heavily on the philosophy of the European forest school movement. We have invested heavily in creating a glorious outdoor space that provides an oasis for our inner city families and aims to foster a lifelong appreciation and awareness of environmental issues. Our service continues to gain recognition and accolades for its unique blend of care, educational excellence and community engagement. We have adored seeing our service become revitalised with the growing numbers of young families moving into Spotswood and their determination to create a community that is rich, diverse and welcoming. We are horrified at the proposals for the Western Distributor that would erode all the quality of life we currently enjoy by the creation of massive roads and tunnels across the road from our lovely service and the seventy young families who currently benefit from our rich indoor and outdoor programs. We acknowledge the proposed gains from the Western Distributor including reduced travel times for movement of freight and other traffic but are far more concerned about the quality of life of our current community's children who plan happily for hours in relative peace and quiet, streets where families walk to school and kindergarten and work, houses where people live in a quiet sustainability without the roar of constant traffic. These are the things the families of Emma McLean value for themselves and for the future of their children. We strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community. We object strongly to the limited time we have been given to consider the options and the limited amount of data related to these options. We look forward to greater consultation and more detailed information about the proposed options and their effects upon the communities that will be so greatly affected by the Western Distributor.
- An oasis in an industrial heartland. Committee, staff and families from Emma McLean Kindergarten respond to the proposed options for the Western Distributor. The committee, staff and families of Emma McLean kindergarten are enormously concerned that many of the proposed options for the western distributor will impact negatively on our service and on the well-being of the children attending here. Emma McLean kindergarten has been a highly valued community educational asset for families of Spotswood since 1944. It has established itself as a trailblazer of innovative programs led by families to meet the needs of the community it services. In 1994 it combined high quality educational kindergarten programs with the hours of extended childcare to meet the needs of its working families and today remains a unique model of flexibility and responsiveness, managed by its parent committee of management. In 2014 it funded a dedicated outdoor education teacher to provide a robust program of sustainability and outdoor education drawing heavily on the philosophy of the European forest school movement. We have invested heavily in creating a glorious outdoor space that provides an oasis for our inner city families and aims to foster a lifelong appreciation and awareness of environmental issues. Our service continues to gain recognition and accolades for its unique blend of care, educational excellence and community engagement. We have adored seeing our service



become revitalised with the growing numbers of young families moving into Spotswood and their determination to create a community that is rich, diverse and welcoming. We are horrified at the proposals for the Western Distributor that would erode all the quality of life we currently enjoy by the creation of massive roads and tunnels across the road from our lovely service and the seventy young families who currently benefit from our rich indoor and outdoor programs. We acknowledge the proposed gains from the Western Distributor including reduced travel times for movement of freight and other traffic but are far more concerned about the quality of life of our current community's children who plan happily for hours in relative peace and quiet, streets where families walk to school and kindergarten and work, houses where people live in a quiet sustainability without the roar of constant traffic. These are the things the families of Emma McLean value for themselves and for the future of their children. We strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community. We object strongly to the limited time we have been given to consider the options and the limited amount of data related to these options. We look forward to greater consultation and more detailed information about the proposed options and their effects upon the communities that will be so greatly affected by the Western Distributor.

- I've attached a letter drafted by our Kinder that outlines exactly what our concern are. An oasis in an industrial heartland. Committee, staff and families from Emma McLean Kindergarten respond to the proposed options for the Western Distributor. The committee, staff and families of Emma Mclean kindergarten are enormously concerned that many of the proposed options for the western distributor will impact negatively on our service and on the well-being of the children attending here. Emma McLean kindergarten has been a highly valued community educational asset for families of Spotswood since 1944. It has established itself as a trailblazer of innovative programs led by families to meet the needs of the community it services. In 1994 it combined high quality educational kindergarten programs with the hours of extended childcare to meet the needs of its working families and today remains a unique model of flexibility and responsiveness, managed by its parent committee of management. In 2014 it funded a dedicated outdoor education teacher to provide a robust program of sustainability and outdoor education drawing heavily on the philosophy of the European forest school movement. We have invested heavily in creating a glorious outdoor space that provides an oasis for our inner city families and aims to foster a lifelong appreciation and awareness of environmental issues. Our service continues to gain recognition and accolades for its unique blend of care, educational excellence and community engagement. We have adored seeing our service become revitalised with the growing numbers of young families moving into Spotswood and their determination to create a community that is rich, diverse and welcoming. We are horrified at the proposals for the Western Distributor that would erode all the quality of life we currently enjoy by the creation of massive roads and tunnels across the road from our lovely service and the seventy young families who currently benefit from our rich indoor and outdoor programs. We acknowledge the proposed gains from the Western Distributor including reduced travel times for movement of freight and other traffic but are far more concerned about the quality of life of our current community's children who plan happily for hours in relative peace and quiet, streets where families walk to school and kindergarten and work, houses where people live in a quiet sustainability without the roar of constant traffic. These are the things the families of Emma McLean value for themselves and for the future of their children. We strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community. We object strongly to the limited time we have been given to consider the options and the limited amount of data related to these options. We look forward to greater consultation and more detailed information about the proposed options and their effects upon the communities that will be so greatly affected by the Western Distributor.
- As a very concerned resident of the area, a parent of past, present and future kindergarten children and an ongoing member of the Emma McLean committee of management I would like to object to option 3, 4 and 5 for their adverse effect on both the kindergarten and the local community. My eldest child attended Emma McLean Kindergarten from 2009-2011, my second child from 2011-2012, my 3rd child is there currently this year and next and my 4th child will attend in 2018 and 2019. I have been a resident of South Kingsville since 2005. I believe that options 3, 4 and 5 are a terrible option for Emma McLean Kindergarten and the local community of Spotswood. It will adversely affect both local families and all current and future families of the kindergarten. In my opinion these options should not be considered at all!!
- I am writing to object to Proposal 3, 4 and 5 for the Westgate extension. This concern is coming from a desire to nurture the area of Emma McLean kinder and Spotswood football club. These unique community based areas are so precious to our young children of this area. They provide a serene, calm, clean area for our youth to take refuge in and a major traffic construction near to this area would be devastating for these resources
- I understand the benefits of the new roads however, why would you even contemplate building a "truck" road across from a day-care/ kindergarten and near facilities that are used/visited by families (Spotswood Football

Club / Spotswood Golf Course / Scienceworks). Isn't the health and safety of people a bigger priority than money????

- Options 3, 4 and 5 directly impact myself, my family and the wider community of Spotswood.
- The effects on the Emma McLean Kindergarten which has been there since 1944, are huge. As a parent who is intending to send a child there next year I am strongly opposed to all these three options. Please don't choose options 3, 4 or 5!
- In closing, the significant impacts to these social hubs where our children and adults form lifelong friendships and memories make Spotswood the wonderful community it is today. Please don't shift the core issue here into another suburb. Fix the problem.
- I am a parent of two children, one of whom attends Emma Mclean Kindergarten on Hope Street, as a committee member and parent I am strongly against bringing a major trucking route of hazardous and dangerous goods in such close proximity to the amazing natural habitat that the team at Emma Mclean have created over 70 years.
- I am writing to voice the grave concerns I have over the Western Distributor options 3, 4, and 5 and the horrible impacts this development will have on our Spotswood community.
- I fear it will no longer be safe to walk around the area, to and from the kinder. Please take this into consideration, Emma Mclean is our only kindergarten and an integral part of our community.
- I am even more concerned on the impacts this will have on our only Spotswood kindergarten 'Emma McLean Kindergarten' and our only sporting facility 'Donald McLean reserve'. Emma McLean Kindergarten was established over 70 years ago and is now a well-known and trusted centre that is tucked away in a quiet location and boasts a natural environmental outdoor area.
- I'm a Spotswood resident for over 50 years, my family have been involved in all aspects of the community life at Spotswood, being heavily involved in the local football and cricket clubs. I attended the Emma McLean kindergarten as did my children, my concern is the impact on options 3, 4 and 5 will have on the local community with a major concern for the sporting clubs (cricket/football/golf) with the amount of work that has gone into these grounds to allow many of the local community to enjoy playing sport in such an enjoyable environment. Sporting clubs having to move/losing part of the grounds.
- We write to provide our feedback on Transurban's plans for the Western Distributor. We live in The Avenue Spotswood (address provided, not published), opposite Donald McLean Reserve. Based on our review of Transurban's five proposed options for the tunnel and freeway connections, we believe that options 3, 4 and 5 would be the most disruptive to our local community.
- We consider that fly overs and connections to Hall Street or Simcock Avenue would negatively affect existing sporting facilities, the Emma McLean Kindergarten and Spotswood's main strip of shops in Hudsons Road.
- We are residents of Robert Street, Spotswood and we are writing to express our extreme concern at some of the options floated for the Western Distributor Tunnel. It would appear several of the options, which have only recently been released, will have a significant impact on key Spotswood facilities. These are namely the kindergarten, where we plan on sending our two young children (Emma McLean Kindergarten) and also the parkland and sports ovals where we spend a considerable amount of family time.
- It is vitally important for the community of young families in Spotswood to maintain facilities such as the kindergarten and sports reserve. Green space and community space is an essential part of our community and the livelihood of all residents.
- I spent a lot of time researching and came across the plans for the elevated truck platforms as an addition to the monstrosity of the short tunnel. Firstly, I would like to express my absolute disgust in Transurban trying to brush over the impact that the elevated truck platform will have on the residences of Spotswood should options 3, 4 and 5 of the proposals proceed. All three of these will have a direct impact on the childcare centre, sporting grounds including the Spotswood football club and the residences.
- I also strongly object to options 3, 4 and 5 due to their impact on the Emma McLean Kindergarten which would directly impact 70 families. Whilst property owners in Yarraville may object to Options 1 and 2 due to impact on their private properties for genuinely valid reasons, the impact is small and insignificant when compared to the impact on Kindergarten. This kindergarten, representing only a single impacted property, is used by 70 young families. Surely the impact to these 70 families with children attending the kindergarten, is greater than the impact to a small number of individual households. In summary, options 1 and 2 have the least adverse impact on the broader community and should be prioritised above options 3, 4 and 5. Thanks for considering the community feedback throughout the design process.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has

been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club

- I live in Spotswood and have two young children, one who currently attends the Emma McLean Kindergarten and one who will attend in 2016. I was very concerned to learn only recently of the proposed options 3, 4 and 5 of the Hyde Street access which is part of the West Gate Freeway/Western Distributor project. There are two specific areas that cause me major concern: The impact of options 3, 4 and 5 on Emma McLean kindergarten and the impact of options 3, 4 and 5 on Donald McLean reserve and the Spotswood footy club. Emma McLean kindergarten My 4 year old son has been attending Emma McLean since January 2016 and I have become a member of the Committee. My sons cycles the 10 minutes to kinder every morning along Hall Street and Hope Street. Emma McLean is a wonderful kindergarten which has a long and proud history, serving the Spotswood community for over 70 years. Even though it is an inner-city kindergarten it is tucked away in a quiet spot with little through traffic. Over the years the management and staff have created a very special, natural outdoor area that allows the children to enjoy, appreciate and learn about the natural environment. Building a major road for petrol tankers and trucks carrying dangerous goods which will pass right next to the kindergarten will destroy the beautiful haven that is Emma McLean.
- Both Emma McLean kindergarten and the Spotswood footy club are vital parts of the Spotswood community. We have only lived in Spotswood for a couple of years and both of these establishments have been integral to our integration into the community and providing a sense of belonging. Spotswood is a small residential community surrounded by lots of industry and therefore it is important to maintain the social infrastructure that currently exists and thrives. I have grave concerns over Options 3, 4 and 5 and the impact they will have on both these well-loved institutions.
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.
- Let's not leave out the fact that Spotswood children learn and develop in the Emma McLean Kindergarten and your Options 3, 4 and 5 will bring an end to this kindergarten for sure.
- Emma McLean Kinder is an absolute golden asset to our Community and if you do your research you'd discover that it is one of the most highly regarded Kinders in the Hobsons Bay region. There is always a huge wait-list and the teachers and Committee believe strongly in Community inclusion and engaging with the surrounding environment. Building a huge sound barrier right outside the Kinder, not to mention the sound and air pollution will have a HUGE impact on this exceptional community run facility. So as a concerned resident of Spotswood and member of the Emma McLean Committee and community I strongly object Options 3, 4 and 5. I can be contact on (phone number provided, not published) if further comment is required
- I also strongly object to options 3, 4 and 5 due to their impact on the Emma McLean Kindergarten which would directly impact 70 families.
- I am hugely concerned about Options 3, 4 and 5 due to the impact on Don McLean Reserve and the Emma McLean Kindergarten.

#### **Concern – open space**

- We fear that these options would impact significantly on the Emma McLean Kindergarten, Donald McLean Reserve and surrounding sporting facilities due to the close proximity of the project
- Our concern also extends to the sporting facilities and public reserve surrounding Emma McLean. Again, as relatively new residents, we are currently weighing up the possibility of raising our children in this area over the long term, and access to sporting and recreation facilities will be key in our decision making

- As a resident of Spotswood, I am concerned regarding some of the proposed designs for the Western distributor. The important issues as a resident of Spotswood - loss of green space in an industrial area already lacking green space.
- Loss of community space.
- The loss of green space in the Don McLean Reserve will have a huge impact on our community. This space is a highly utilised sport and recreation facility for young children and families. It provides opportunities for people of all ages to be involved in organised and casual sport and recreation.
- As a resident of Spotswood, I am concerned regarding some of the proposed designs for the Western distributor. The important issues as a resident of Spotswood: Loss of green space in an industrial area already lacking green space.
- Loss of community space
- The loss of green space in the Don McLean Reserve will have a huge impact on our community. This space is a highly utilised sport and recreation facility for young children and families. It provides opportunities for people of all ages to be involved in organised and casual sport and recreation.
- I am concerned about Options 3, 4 and 5 due to the impact on Don McLean Reserve and the Emma McLean Kindergarten.
- Let them have the chance of going to the local kinder, playing at the local footy club, going to the park at the end of the street with grandad and only the quiet hum of bridge traffic to contend with at night.
- adversely impact much-loved, much-used and highly-valued sporting facilities;
- I strongly object to options 3, 4 and 5 as I feel they will severely impact upon the Spotswood community particularly on the nearby kindergarten, valuable parkland and sporting facilities including the golf course. These facilities are very, very valuable assets to our local community. We are trying to encourage children, young adults, adults and older community members, of which I am one, to get outdoors and get active. I regularly use these areas for walking my dogs and would be very sad if they were to be compromised.
- My eldest also partakes in sports activities on Donald McLean Reserve and these options will impact this also. I would argue that these two facilities are used more so by the local community more so than those in options 1 and 2.
- The Donald McLean Reserve' has a cricket and football club as well as two playground areas. This reserve is a great spot for locals to gather, meet, be active and play in a natural environment. The construction of a major road for petrol tankers and trucks carrying dangerous materials is of major concern, this means the children attending the kindergarten and the families enjoying the reserve will be exposed to noise pollution and air pollution on a daily basis.
- I'm a Spotswood resident for over 50 years, my family have been involved in all aspects of the community life at Spotswood, being heavily involved in the local football and cricket clubs. I attended the Emma McLean kindergarten as did my children, my concern is the impact on options 3, 4 and 5 will have on the local community with a major concern for the sporting clubs (cricket/football/golf) with the amount of work that has gone into these grounds to allow many of the local community to enjoy playing sport in such an enjoyable environment. Sporting clubs having to move/losing part of the grounds.
- We are residents of Robert Street, Spotswood and we are writing to express our extreme concern at some of the options floated for the Western Distributor Tunnel. It would appear several of the options, which have only recently been released, will have a significant impact on key Spotswood facilities. These are namely the kindergarten, where we plan on sending our two young children (Emma McLean Kindergarten) and also the parkland and sports ovals where we spend a considerable amount of family time.
- It is vitally important for the community of young families in Spotswood to maintain facilities such as the kindergarten and sports reserve. Green space and community space is an essential part of our community and the livelihood of all residents.
- I spent a lot of time researching and came across the plans for the elevated truck platforms as an addition to the monstrosity of the short tunnel. Firstly, I would like to express my absolute disgust in Transurban trying to brush over the impact that the elevated truck platform will have on the residences of Spotswood should options 3, 4 and 5 of the proposals proceed. All three of these will have a direct impact on the childcare centre, sporting grounds including the Spotswood football club and the residences.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful

environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club

- I live in Spotswood and have two young children, one who currently attends the Emma McLean Kindergarten and one who will attend in 2016. I was very concerned to learn only recently of the proposed options 3, 4 and 5 of the Hyde Street access which is part of the West Gate Freeway/Western Distributor project. There are two specific areas that cause me major concern: The impact of options 3, 4 and 5 on Emma McLean kindergarten and the impact of options 3, 4 and 5 on Donald McLean reserve and the Spotswood footy club. Emma McLean kindergarten My 4 year old son has been attending Emma McLean since January 2016 and I have become a member of the Committee. My sons cycles the 10 minutes to kinder every morning along Hall Street and Hope Street. Emma McLean is a wonderful kindergarten which has a long and proud history, serving the Spotswood community for over 70 years. Even though it is an inner-city kindergarten it is tucked away in a quiet spot with little through traffic. Over the years the management and staff have created a very special, natural outdoor area that allows the children to enjoy, appreciate and learn about the natural environment. Building a major road for petrol tankers and trucks carrying dangerous goods which will pass right next to the kindergarten will destroy the beautiful haven that is Emma McLean.
- As an inner-city industrial suburb Spotswood has very little green space, so what green space we have is cherished. Donald McLean Reserve is the only reserve in Spotswood to include outdoor sporting facilities such as the cricket pitch, footy oval and tennis courts. We regularly walk with our young children to the playgrounds on Don McLean reserve and my oldest son has recently started doing Auskick at the Spotswood footy club. Whilst we have only recently joined it is a thriving footy club and a great place to get kids running around and enjoying being outside, whilst parents get to know others from the local community.
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.
- The Western distributor project currently includes five options for the tunnel and Hyde Street access. Each option has differing impacts on the community's public green space. It is absolutely important to preserve the limited public green space in our community. However, all parks are not created equal. The quality of facilities, amenity provided, frequency of use and community benefit must be considered with each of these options. Hyde Street reserve and Stony creek reserve are poor quality public green spaces when compared to Don McLean reserve. Hyde/Stony Creek Reserve is: Infrequently used during daylight hours. It is used only by individuals for recreation occasionally, mainly on weekends, and ad-hoc in nature. Vacant at night and poorly lit, as evidenced by the dumping of rubbish in the parkland. Poorly maintained by the Council, as evidenced by the dumping of rubbish in the parkland. In comparison, Don McLean Reserve provides a significantly greater level of community benefit: Used regularly on by several sporting clubs for Aussie Rules Football and Cricket. The park is used on weeknights for training, and all day on weekends for matches. This activity is regular, structured and organised unlike the adhoc use of Hyde and Stony Creek reserve. This activity is attended by participants as well as their family and friends. Therefore, the number of regular users of the Don McLean Reserve is significantly higher than that of Hyde and Stony Creek Reserves. Well maintained by the Council and grounds-keepers. It is well lit and there is no rubbish dumped on this land. Park users use the many council-provided bins for their refuse from BBQs, dog walking, etc. Also used by individuals for recreation, and whilst ad-hoc in nature, it is used more frequently at night due to the strong lighting throughout the reserve.
- I would like to voice my concern for the Western Distributor tunnel as it will really effect the Spotswood community for many years to come. I am deeply against Options 3, 4 and 5 as this will not only effect local residents with the noise and pollution it will bring, but it will destroy the heart of Spotswood being the Spotswood Cricket, Footy Club, Tennis and golf club. The interest of Spotswood through the years have been the fact that you have a beautiful park area to enjoy playing sports, watching sports and really feel part of the

community. If this is taken away I know the area will not be as desirable and you will find a lot of people will pack up and leave.

- The Western distributor project currently includes five options for the tunnel and Hyde Street access. Each option has differing impacts on the community's public green space. It is absolutely important to preserve the limited public green space in our community. However, all parks are not created equal. The quality of facilities, amenity provided, frequency of use and community benefit must be considered with each of these options. Hyde Street reserve and Stony creek reserve are poor quality public green spaces when compared to Don McLean reserve. Hyde/Stony creek reserve is: Infrequently used during daylight hours. It is used only by individuals for recreation occasionally, mainly on weekends, and ad-hoc in nature, Vacant at night and poorly lit, as evidenced by the dumping of rubbish in the parkland. Poorly maintained by the council, as evidenced by the dumping of rubbish in the parkland. In comparison, Don McLean reserve provides a significantly greater level of community benefit: Used regularly on by several sporting clubs for Aussie Rules Football and Cricket. The park is used on weeknights for training, and all day on weekends for matches. This activity is regular, structured and organised unlike the adhoc use of Hyde and Stony Creek reserve. This activity is attended by participants as well as their family and friends. Therefore, the number of regular users of the Don McLean reserve is significantly higher than that of Hyde and Stony Creek reserves. Well maintained by the council and groundskeepers. It is well lit and there is no rubbish dumped on this land. Park users use the many council-provided bins for their refuse from BBQs, dog walking, etc. Also used by individuals for recreation, and whilst ad-hoc in nature, it is used more frequently at night due to the strong lighting throughout the reserve.
- I am hugely concerned about Options 3, 4 and 5 due to the impact on Don McLean Reserve and the Emma McLean Kindergarten.
- Of the Options presented, we consider that Option 4, which has ramps on both the north and south side of the West Gate Freeway, has the greatest potential to deliver an equitable outcome for the community as a whole. Notwithstanding this, we have significant concerns about the potential impacts to Stony Creek itself including: Overshadowing of the creek and adjacent salt marsh vegetation; and Placement of pylons within the creek line itself, which would result in massive disturbance to the aquatic ecosystem, streamflow, visual amenity and overshadowing. Of these concerns, the latter is of paramount importance. An outcome such as that exemplified by the City Link pylons in Moonee Ponds Creek would be catastrophic. However, it is our view that this option has merit if the roadway can be contained within the footprint of the southern embankment and does not encroach on the airspace above the creek line.

### **Concern – traffic flow and congestion**

- the consequent traffic, noise, and pollution levels
- This would heavily impact on noise and pollution levels, with a significant amount of traffic, passing in very close proximity to the kinder.
- I strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community
- I live on The Avenue in Spotswood and have children who attend Emma McLean Kindergarten and am appalled by Options 3, 4 and 5 that you are presenting, especially Option 5. If you lived in the area at all, you would know that traffic, noise and pollution is already an issue with the trucks in the area.
- The impacts of options 3, 4 and 5 seem to be relocating the traffic and air quality issues from Yarraville to Spotswood.
- As a resident of Spotswood I am angry and disappointed that 3 of the 5 options significantly impact this small suburb immensely. I amongst fellow residents and concerned locals also note that our standing in this saga is overshadowed by the larger more vocal residents of Yarraville. I feel that Options 3 to 5 are merely shifting Yarraville's trucks problems over to our hidden gem of a suburb.
- obvious increase in large vehicle traffic congestion into this small suburb
- Increasing traffic flow through a heavily residential area should not be an outcome of this project. We believe the aim should be to reduce traffic flow and pollution through residential areas.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club

- If my above points are not strong enough, the fact is Spotswood cannot afford to have any extra traffic as it is not sustainable for our area. Thanks for listening.
- Options 3, 4 and 5 will negatively impact on our business both during construction and after completion by the increase of traffic and its diversions around our site, particularly where trucks and delivery vehicles are turning into and out of our property.
- Options 3, 4, and 5 will have an immediate detrimental effect on our business by exponentially increasing traffic use on Simcock Avenue, thereby increasing environmental impacts and safety concerns for our business

#### **Concern – noise**

- the consequent traffic, noise, and pollution levels
- increase the noise and pollution levels around the kinder.
- Traffic noise.
- Traffic noise.
- I write to formally inform you of my concerns regarding some of the options proposed in the Western distributor project. As a resident of Derham Street Spotswood 3015 (address provided, not published), I am very concerned regarding the effects on my house directly (noise, decrease in house value, disruption to local community)
- This would heavily impact on noise and pollution levels, with a significant amount of traffic, passing in very close proximity to the kinder.
- I strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community
- I live on The Avenue in Spotswood and have children who attend Emma McLean Kindergarten and am appalled by Options 3, 4 and 5 that you are presenting, especially Option 5. If you lived in the area at all, you would know that traffic, noise and pollution is already an issue with the trucks in the area.
- The air pollution and noise which will make living in Spotswood extremely unpleasant. Not to mention the children at Emma McLean Kindergarten.
- The construction of a major road for petrol tankers and trucks carrying dangerous materials is of major concern, this means the children attending the kindergarten and the families enjoying the reserve will be exposed to noise pollution and air pollution on a daily basis.
- Noise and pollution issues.
- As residents of The Avenue we are also concerned that any elevated ramp or roadway above the existing West Gate Freeway, alongside Donald McLean Reserve, would directly impact the visual, air and noise quality at our property. Causing us concern for our health and also the value of our property. Currently there are no barriers between the freeway and the reserve and we have noticed that pollution from the freeway crosses the reserve and leaves a residue on our car, front garden and house. The noise from the vehicles on the freeway can also be heard throughout the house and from our backyard. Any increase in this air/noise pollution would be of great concern to us and the health effects that it may have on our family. We would like Transurban to consider options that have the least impact on amenity in our area and ensure that there are no negative impacts to residents health or property value.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our

homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.

- I would like to voice my concern for the Western Distributor tunnel as it will really effect the Spotswood community for many years to come. I am deeply against Options 3, 4 and 5 as this will not only effect local residents with the noise and pollution it will bring, but it will destroy the heart of Spotswood being the Spotswood Cricket, Footy Club, Tennis and golf club. The interest of Spotswood through the years have been the fact that you have a beautiful park area to enjoy playing sports, watching sports and really feel part of the community. If this is taken away I know the area will not be as desirable and you will find a lot of people will pack up and leave.
- Emma McLean Kinder is an absolute golden asset to our Community and if you do your research you'd discover that it is one of the most highly regarded Kinders in the Hobsons Bay region. There is always a huge wait-list and the teachers and Committee believe strongly in Community inclusion and engaging with the surrounding environment. Building a huge sound barrier right outside the Kinder, not to mention the sound and air pollution will have a HUGE impact on this exceptional community run facility. So as a concerned resident of Spotswood and member of the Emma McLean Committee and community I strongly object Options 3, 4 and 5. I can be contact on (phone number provided, not published) if further comment is required

### **Concern – air quality**

- the consequent traffic, noise, and pollution levels
- The potential effect on young children of pollution from a tunnel designed specifically for trucks goes without saying,
- Air pollution.
- increase the noise and pollution levels around the kinder.
- Air pollution.
- This would heavily impact on noise and pollution levels, with a significant amount of traffic, passing in very close proximity to the kinder.
- I live on The Avenue in Spotswood and have children who attend Emma McLean Kindergarten and am appalled by Options 3, 4 and 5 that you are presenting, especially Option 5. If you lived in the area at all, you would know that traffic, noise and pollution is already an issue with the trucks in the area.
- The air pollution and noise which will make living in Spotswood extremely unpleasant. Not to mention the children at Emma McLean Kindergarten.
- The impacts of options 3, 4 and 5 seem to be relocating the traffic and air quality issues from Yarraville to Spotswood.
- The construction of a major road for petrol tankers and trucks carrying dangerous materials is of major concern, this means the children attending the kindergarten and the families enjoying the reserve will be exposed to noise pollution and air pollution on a daily basis.
- Noise and pollution issues.
- As residents of The Avenue we are also concerned that any elevated ramp or roadway above the existing West Gate Freeway, alongside Donald McLean Reserve, would directly impact the visual, air and noise quality at our property. Causing us concern for our health and also the value of our property. Currently there are no barriers between the freeway and the reserve and we have noticed that pollution from the freeway crosses the reserve and leaves a residue on our car, front garden and house. The noise from the vehicles on the freeway can also be heard throughout the house and from our backyard. Any increase in this air/noise pollution would be of great concern to us and the health effects that it may have on our family. We would like Transurban to consider options that have the least impact on amenity in our area and ensure that there are no negative impacts to residents health or property value.
- Increasing traffic flow through a heavily residential area should not be an outcome of this project. We believe the aim should be to reduce traffic flow and pollution through residential areas.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club
- I would like to voice my concern for the Western Distributor tunnel as it will really effect the Spotswood community for many years to come. I am deeply against Options 3, 4 and 5 as this will not only effect local



residents with the noise and pollution it will bring, but it will destroy the heart of Spotswood being the Spotswood Cricket, Footy Club, Tennis and golf club. The interest of Spotswood through the years have been the fact that you have a beautiful park area to enjoy playing sports, watching sports and really feel part of the community. If this is taken away I know the area will not be as desirable and you will find a lot of people will pack up and leave.

- Emma McLean Kinder is an absolute golden asset to our Community and if you do your research you'd discover that it is one of the most highly regarded Kinders in the Hobsons Bay region. There is always a huge wait-list and the teachers and Committee believe strongly in Community inclusion and engaging with the surrounding environment. Building a huge sound barrier right outside the Kinder, not to mention the sound and air pollution will have a HUGE impact on this exceptional community run facility. So as a concerned resident of Spotswood and member of the Emma McLean Committee and community I strongly object Options 3, 4 and 5. I can be contact on (phone number provided, not published) if further comment is required
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.
- Options 3, 4, and 5 will have an immediate detrimental effect on our business by exponentially increasing traffic use on Simcock Avenue, thereby increasing environmental impacts and safety concerns for our business

#### **Concern – property value**

- I would also like to know what impact this is going to have on our property as our house is only metres from the freeway. If it does would like more information on how household like ours would be compensated.
- I write to formally inform you of my concerns regarding some of the options proposed in the Western distributor project. As a resident of Derham Street Spotswood 3015 (address provided, not published), I am very concerned regarding the effects on my house directly (noise, decrease in house value, disruption to local community)
- Changes to the community landscape with new structures being built (affecting future real estate pricing). Very concerned long time Spotswood resident
- As residents of The Avenue we are also concerned that any elevated ramp or roadway above the existing West Gate Freeway, alongside Donald McLean Reserve, would directly impact the visual, air and noise quality at our property. Causing us concern for our health and also the value of our property. Currently there are no barriers between the freeway and the reserve and we have noticed that pollution from the freeway crosses the reserve and leaves a residue on our car, front garden and house. The noise from the vehicles on the freeway can also be heard throughout the house and from our backyard. Any increase in this air/noise pollution would be of great concern to us and the health effects that it may have on our family. We would like Transurban to consider options that have the least impact on amenity in our area and ensure that there are no negative impacts to residents health or property value.

#### **Concern – elevated roads**

- I spent a lot of time researching and came across the plans for the elevated truck platforms as an addition to the monstrosity of the short tunnel. Firstly, I would like to express my absolute disgust in Transurban trying to brush over the impact that the elevated truck platform will have on the residences of Spotswood should options 3, 4 and 5 of the proposals proceed.
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people

are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.

#### **Concern – amenity and visual**

- Of the Options presented, we consider that Option 4, which has ramps on both the north and south side of the West Gate Freeway, has the greatest potential to deliver an equitable outcome for the community as a whole. Notwithstanding this, we have significant concerns about the potential impacts to Stony Creek itself including:
- Overshadowing of the creek and adjacent salt marsh vegetation; and Placement of pylons within the creek line itself, which would result in massive disturbance to the aquatic ecosystem, streamflow, visual amenity and overshadowing. Of these concerns, the latter is of paramount importance. An outcome such as that exemplified by the City Link pylons in Moonee Ponds Creek would be catastrophic. However, it is our view that this option has merit if the roadway can be contained within the footprint of the southern embankment and does not encroach on the airspace above the creek line.

#### **Concern – other**

- I wish to raise my strong objections to Options 3, 4 and 5.
- We write to express concern and my objections to Options 3, 4 and 5 recently tabled. Firstly, the lack of community awareness is of great concern to those of us who live in Spotswood and whose children attend Emma McLean Kinder and Spotswood Primary school and love out quiet little community. As a resident of Spotswood I have not received any information regarding these options and was only made aware of the project via a Kinder Committee meeting recently, this is also of great to concern to the local community.
- I am also concerned about the lack of information available regarding the impact of these options and the limited amount of time the community has been given to consider and respond.

#### **Advantage – other**

- Whilst the long tunnel does not directly create an impact upon open green space at Hyde St Reserve, some ramp options do have potentially significant impacts. Our order of preference in design option is as follows: Option 4 (both north and south) ramps; Option 2/3 (North / South) ramps; and Option 5 (Hall St) ramp.
- Our support for option 4 is based upon its closer alignment to the West Gate Bridge down to Hyde Street, and the fact that there are no elevated flyovers requiring relatively steep gradients. We feel that this will result in potentially less truck noise and pollution and fewer breakdowns. We also feel that this option has less visual impact to all nearby residents.
- Our community supports the West Gate Option (long tunnel) over all proposed options. In selecting the Hyde Street connection options for the long tunnel, impacts to residents through noise and visual impacts caused by elevated ramps is unacceptable. Low gradient ramps that profile the existing structure of the West Gate Bridge have the least impact to all residents. The North and South ramp option (Option 4) appears to be the best solution for all nearby residents.
- Of the Options presented, we consider that Option 4, which has ramps on both the north and south side of the West Gate Freeway, has the greatest potential to deliver an equitable outcome for the community as a whole. Notwithstanding this, we have significant concerns about the potential impacts to Stony Creek itself including: Overshadowing of the creek and adjacent salt marsh vegetation; and Placement of pylons within the creek line itself, which would result in massive disturbance to the aquatic ecosystem, streamflow, visual amenity and overshadowing. Of these concerns, the latter is of paramount importance. An outcome such as that exemplified by the City Link pylons in Moonee Ponds Creek would be catastrophic. However, it is our view that this option has merit if the roadway can be contained within the footprint of the southern embankment and does not encroach on the airspace above the creek line.
- Of the options presented for the alignment of the ramps, Option 4 has the greatest potential to deliver an equitable outcome for the community as a whole. However, we do have significant concerns about the potential impacts on Stony Creek itself.

- MTAG supports a connection to Hyde Street to ensure that placarded loads do not continue to use the residential streets of Melbourne's inner west. A project of this size and cost will simply be a failure if it leaves placarded loads on our streets. Of the five options presented for the Hyde Street connection, MTAG only offers conditional support for Option 4. We believe this option, while not perfect, is the most equitable in terms of minimising impacts on local communities and open space. It also removes the need for additional freeway flyovers. Our support for this option comes with the following caveats. The road infrastructure on the Northern side of the freeway must be built as close to the West Gate Freeway/Bridge as possible. It is essential that this road is not built over Stony Creek and that the waterway is left untouched. The road must have noise and visual barriers to ensure it has minimal impact on Hyde Street Reserve and Westgate Golf Club. Recreation users should not see or hear the traffic on this road. The road infrastructure on the southern side of the freeway must also hug the freeway as closely as possible to minimise impacts on the sporting clubs and communities on Hope Street. This road must also feature noise and visual barriers to minimise its impacts on neighbouring communities. The Socobell factory will need to be relocated to achieve this outcome.
- As per Options 3 and 4, this option could also provide a benefit to the site at 208 Hall Street as the site would have more direct access to the West Gate Freeway to head west towards Werribee and the M80 Ring Road provided access to the ramp is available from the site.
- Hyde Street Access: Whilst there are four options for the ramps we believe that option 4 will have the least impact on residents visually, noise and pollution.

### Improvement idea

- As a resident and road-user, my hope is that any future works will put a priority on; minimising the impact to highly-utilised open community space; that any new roads are built as close to existing roads as possible; and that the long-term impact to the community and residents is given priority over the short-term cost estimates
- As a resident and road-user, my hope is that any future works will put a priority on; minimising the impact to highly-utilised open community space; that any new roads are built as close to existing roads as possible; and that the long-term impact to the community and residents is given priority over the short-term cost estimates.
- Why is it okay to propose this for Spotswood, but not ok in the case of the East-West link through Collingwood and Parkville? Is it because those electorates are more marginal than ours? We would encourage the State Government, Transurban and other stakeholders in this project to select the option that has the least environmental and social impact on the Inner West.
- We would expect that any road widening of Simcock Ave would be confined to the existing dimensions of the road, because we utilize the full width of our block between Simcock Ave and Hudson Road. We also believe that any use of Simcock Ave would require significant alteration and re-alignment to the Douglas Parade/Hyde street access with installation of full traffic lights. O-I would be keen to be involved in any further discussions and considerations that may impact on the safe and continued use of our site.
- Whilst we have a preference for option 4 (north and south ramps), we believe that the best outcome would involve an alignment where the southern (westbound on) ramp continues to profile the West Gate Bridge all the way to Hyde Street, and where both ramps are kept as close as possible to the profile of the West Gate Bridge.
- We therefore have strong opinions as to what is required and make the following recommendations: Any road widening of Simcock Avenue is to be contained within the current dimensions of Council land and not to encroach into our property. A traffic light be installed on the corner of Simcock Avenue and Booker Street in conjunction with a new cross over at 20 Simcock Avenue. This will enable Cootes safe site access, as well as provide safe access to Science Work's customer car parks. Failure to implement this control will render options 3, 4 and 5 unworkable in Cootes opinion.
- Therefore, as part of the further development of this design, we demand that: All endeavors be undertaken to ensure that the roadway is contained within the footprint of the southern embankment, and placed as close to the existing bridge as possible; There are no pylons placed within the creek itself; Appropriate land rehabilitation and landscaping is undertaken to minimize visual amenity impacts associated with the proposed roadway; Appropriate design be undertaken to mitigate visual and noise amenity, and air emissions; The route for the ramp on the south side of the bridge be placed as close to the West Gate Bridge as possible and away from sensitive receptors including residents and community facilities such as the child care centre and sporting/recreational facilities; and The aforementioned requirements be denoted as key performance criteria in the tender documents to be issued for design and construction of the Western Distributor. It is also vitally important that the existing vegetation and bio-corridor be protected during any construction works.

- Therefore, as part of the further development of this design, we demand that: All endeavors be undertaken to ensure that the roadway is contained within the footprint of the southern embankment, and placed as close to the existing West Gate Bridge as possible; There are no pylons placed within the creek itself; Appropriate land rehabilitation and landscaping is undertaken to minimize visual amenity impacts associated with the proposed roadway; Appropriate design be undertaken to mitigate visual and noise amenity, and air emissions; The route for the ramp on the south side of the bridge be placed as close to the West Gate Bridge and away from sensitive receptors including residents and community facilities such as the child care centre and sporting/recreational facilities; and The aforementioned requirements be denoted as key performance criteria in the tender documents to be issued for design and construction of the Western Distributor. We also invite representatives from Transurban and Department of Transport, Planning and Local Infrastructure to visit the Hyde Street Reserve with us to further understand our concerns, site constraints and discuss potential acceptable outcomes.
- MTAG supports a connection to Hyde Street to ensure that placarded loads do not continue to use the residential streets of Melbourne's inner west. A project of this size and cost will simply be a failure if it leaves placarded loads on our streets. Of the five options presented for the Hyde Street connection, MTAG only offers conditional support for Option 4. We believe this option, while not perfect, is the most equitable in terms of minimising impacts on local communities and open space. It also removes the need for additional freeway flyovers. Our support for this option comes with the following caveats. The road infrastructure on the Northern side of the freeway must be built as close to the West Gate Freeway/Bridge as possible. It is essential that this road is not built over Stony Creek and that the waterway is left untouched. The road must have noise and visual barriers to ensure it has minimal impact on Hyde Street Reserve and Westgate Golf Club. Recreation users should not see or hear the traffic on this road. The road infrastructure on the southern side of the freeway must also hug the freeway as closely as possible to minimise impacts on the sporting clubs and communities on Hope Street. This road must also feature noise and visual barriers to minimise its impacts on neighbouring communities. The Socobell factory will need to be relocated to achieve this outcome.
- Options 3 (Orange) and 4 (Blue) - These options both include ramps that are located to the south of the West Gate Freeway which run through the former Mobil Spotswood Terminal site on the north side of Hall Street. These ramps run in close proximity to the subject site, but do not impact the site's frontage. From the limited information that is available, it is unclear on how the ramps are proposed to interact with the existing Simcock Avenue alignment. In terms of impacts to the site at 208 Hall Street, it would be important to ensure that Simcock Avenue is not truncated to the west of the junction with the proposed freeway ramps to ensure that access through to Hyde Street is maintained from the western end of Simcock Avenue. Some form of intersection would therefore be required at this location which may result in increased delays for vehicles accessing the 208 Hall Street site from Hyde Street. These options may also provide a benefit to the site at 208 Hall Street provided through access is maintained along Simcock Avenue as the site would have more direct access to the West Gate Freeway to head west towards Werribee and the M80 Ring Road.
- Option four is our favoured option with some revision. We would suggest that the south side off ramp is kept as close as possible to the Westgate Bridge to Hyde St to ensure the Stony Creek and park is not impacted and the northern portal shifted further north to follow the profile of the bridge to ensure Spotswood residents are not impacted.

### Comment

- I work shifts and was unable to attend the information sessions however I do note that there was attempts to speak with us at our house however I was working on those day
- If the cost of maintaining this community and completing the project this larger, by opting for the long tunnel, then the fair outcome is that this cost should be borne by the users of the tollway.
- As such, I propose that the options which preserve Don McLean reserve (options 1 and 2) be prioritised above the options which preserve Hyde and Stony Creek reserves (options 3, 4 and 5) due to the quality of parkland and net community benefit provided by the public green space.
- I really ask that you consider this when the decision is made. A long tunnel is expensive, but well worth it and the elevated platform on the Yarraville side does not impact the residences. The Yarraville side keeps the new road within close proximity to the existing freeway and minimises visual and amenity impacts. This is clearly stated in the discussion paper. I would be more than willing to meet directly with you to discuss this issue directly as I can assure you that the Spotswood Community will be perusing these concerns. I can be contacted on (phone number provided, not published)

- With reference to our conversation on May 3rd and potential for access ramps to be directed across our property, I wish to highlight that this would severely restrict our ability to operate the site and damage the future returns of the McAleese business in a material manner. McAleese would reserve its right to pursue compensation for this impact.

### **Option 5: Hall Street**

#### **Concern – proximity and road/structures**

- We currently reside in Hope Street, Spotswood, and as newcomers to the area we have reservations about the proposed Western Distributor Options 3, 4 and 5. We fear that these options would impact significantly on the Emma McLean Kindergarten, Donald McLean Reserve and surrounding sporting facilities due to the close proximity of the project and the consequent traffic, noise, and pollution levels. Emma McLean Kindergarten has been a local institution for decades. Its passion and innovative approach to early education has meant that its importance to the community cannot be overstated. We have a child who will be attending there next year and, given the scarcity and expense of quality childcare it would be a tragedy if the facility's means to develop, evolve and continue to meet the needs of a growing community were to be hampered not by lack of interest, but by limitations placed on it from a project such as this
- we also harbor concerns over the impact the project may have on the Kindergarten's physical space and its accessibility to the community.
- I strongly object to options 3, 4 and 5 because of the impact on Emma McLean kindergarten and these options would increase the noise and pollution levels around the kinder. The kinder is an excellent facility that provides excellent care for young children and put them in a great position to have a long and successful life. It is difficult to find child care in the west and the waiting list around two years and the proposed option would impact Emma McLean and will only make this long process longer, more frustrating and had a massive impact of family life. Also the impact on the sporting ovals would be massive, it is imperative that both young and older people get the option to play sports. This not only great for making long term friends and good exercise but it also keeps people of the streets.
- Also I am concerned that Hudson street cafes and shops will suffer with these options as families from the sporting oval on a weekend will often go to Spotswood for lunch.
- I understand that the community requires reduced travel time however the options 3, 4 and 5 seem to be contraindicated to why the western distributor is needed. It states we need to get trucks off local roads but by doing this the impact on Spotswood's kindergarten, ovals, golf course and Spotswood community will be massive.
- I also share concern with residents with the potential impact on the Emma McLean Kindergarten. This is a well-established, much-loved and important learning environment for children. Serious consideration should be given to any works that may have an impact on the children and staff at this establishment.
- I also share concern with residents with the potential impact on the Emma McLean Kindergarten. This is a well-established, much-loved and important learning environment for children. Serious consideration should be given to any works that may have an impact on the children and staff at this establishment.
- I am concerned about Options 3, 4 and 5 due to the impact on Don McLean Reserve and the Emma McLean Kindergarten.
- I have a child at Emma McLean Kinder. It is a wonderful kinder and we are particularly concerned that options 3, 4 and 5 would have a significant negative impact. I strongly object to these options. Thank you for noting my concerns
- I am currently on the Committee of Management (position stated, not published) at the Emma McLean Kindergarten and am writing to express my concerns regarding Option 3, 4 and 5 for the Western Distributor, due to its close proximity to the Emma McLean Kindergarten. An integral part of the program at Emma McLean is its outdoor education program which provides our children the opportunity to enjoy the outdoor space at the kindergarten and gain a valuable understanding of their place in our environment. Under options 3, 4 and 5 our outdoor program will be severely compromised due to the increased noise and air pollution that will arise as a result of these options. Having a major thoroughfare so close to a kindergarten puts our children's health and well-being at risk. Clearly consideration has not been given to the impact such infrastructure will have on the ongoing viability of the centre. Would you send your children to a centre that is right next to a major road? Emma McLean has a long history within the Spotswood community and I would hate to think such an outstanding centre will be forced to close due to lack of enrolments, as understandably our children's health and well-being are a parent's first priority. If you wish to discuss this further I can be contacted on (phone number provided, not published)

- and importantly to the Emma McLean Kindergarten area. Emma McLean is a leading kindergarten and long day care centre in the inner Western area. It is common practice for children to be on the wait list for greater than two years to secure a spot at the centre. Surrounding centres also on average require a two year wait for access to early learning centres. Emma McLean services the direct community of Spotswood, a place where children walk to kindergarten and play uninterrupted in the outside facilities.
- Whilst I recognise the wider community requires reduced travel times and improvement in roads, re-directing roads towards the kindergarten area seems to contradict some of the goals of the project - getting trucks off the streets in the inner west area. I strongly object to options 3, 4 and 5 which would grossly impact the Spotswood community
- As I understand, there are a few options being looked at. Option 1 - Hyde Street Reserve, Option 2 - North Option, Option 3 - South Option, Option 4 – North-South Option, Option 5 - Hall Street. Option 3, 4 and 5 would have a significant negative impact on our kindergarten as I can see that the project runs very close to our kinder. This would heavily impact on noise and pollution levels, with a significant amount of traffic, passing in very close proximity to the kinder. I am sure that you would agree that having major traffic flow so close to a kinder is a terrible result, significantly impacting the educator's ability to provide the wonderful education that our kinder is renowned for. I sincerely hope that our voice is heard on this matter. I also hope that children's health and well-being are of an upmost priority when decisions such as this are made.
- My husband and I have been residents of Spotswood for well over 10 years now. We moved here because we are so close to schools, parks, sporting facilities and transport. Now that we have children old enough to walk to these facilities on their own and ENJOY them. We are terribly concerned at the rate of which developers are wanting to come and ruin our landscape. First property and now roads/infrastructure. It's just terrible! My husband and I fearlessly oppose options 3, 4 and 5 in your proposal of the tunnel. These options impede on the very foundation of why we moved to this pocket of Spotswood. We implore you not to proceed with these options in order to preserve positive, long lasting childhood memories for our children. Let them have the chance of going to the local kinder, playing at the local footy club, going to the park at the end of the street with grandad and only the quiet hum of bridge traffic to contend with at night.
- options 3, 4 and 5: profoundly disrupt communities south of the West Gate Bridge; profoundly disrupt and potentially threaten the future growth and vibrancy of the Spotswood shopping strip and local streets
- adversely impact the much-loved, much-used and highly-valued Emma McLean Kindergarten;
- As a family of the Emma McLean kindergarten, we are enormously concerned that many of the proposed options for the western distributor will impact negatively on the service and on the well-being of the children attending here. The children spend a lot of time outdoors and if there is an increased number of trucks and cars close to the kinder, it will negatively impact upon the health and wellbeing of these children. We are absolutely against the proposals for the Western Distributor that would create massive roads and tunnels across the road from the kinder. This kinder is the best of its kind in the Hobsons Bay and Maribyrnong municipalities (believe me, I've looked!!) It would be an absolutely shame if future kinder children did not get to experience this centre that helps set these kids up for the best start at school. I understand the proposed gains from the Western Distributor include reduced travel times for movement of freight and other traffic but believe there are other options that will not impact upon this beloved kinder. I strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community
- I strongly object to options 3, 4 and 5 as I feel they will severely impact upon the Spotswood community particularly on the nearby kindergarten, valuable parkland and sporting facilities including the golf course. These facilities are very, very valuable assets to our local community.
- An oasis in an industrial heartland. Committee, staff and families from Emma McLean Kindergarten respond to the proposed options for the Western Distributor. The committee, staff and families of Emma Mclean kindergarten are enormously concerned that many of the proposed options for the western distributor will impact negatively on our service and on the well-being of the children attending here. Emma McLean kindergarten has been a highly valued community educational asset for families of Spotswood since 1944. It has established itself as a trailblazer of innovative programs led by families to meet the needs of the community it services. In 1994 it combined high quality educational kindergarten programs with the hours of extended childcare to meet the needs of its working families and today remains a unique model of flexibility and responsiveness, managed by its parent committee of management. In 2014 it funded a dedicated outdoor education teacher to provide a robust program of sustainability and outdoor education drawing heavily on the philosophy of the European forest school movement. We have invested heavily in creating a glorious outdoor space that provides an oasis for our inner city families and aims to foster a lifelong appreciation and awareness of environmental issues. Our service continues to gain recognition and accolades for its unique

blend of care, educational excellence and community engagement. We have adored seeing our service become revitalised with the growing numbers of young families moving into Spotswood and their determination to create a community that is rich, diverse and welcoming. We are horrified at the proposals for the Western Distributor that would erode all the quality of life we currently enjoy by the creation of massive roads and tunnels across the road from our lovely service and the seventy young families who currently benefit from our rich indoor and outdoor programs. We acknowledge the proposed gains from the Western Distributor including reduced travel times for movement of freight and other traffic but are far more concerned about the quality of life of our current community's children who plan happily for hours in relative peace and quiet, streets where families walk to school and kindergarten and work, houses where people live in a quiet sustainability without the roar of constant traffic. These are the things the families of Emma McLean value for themselves and for the future of their children. We strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community. We object strongly to the limited time we have been given to consider the options and the limited amount of data related to these options. We look forward to greater consultation and more detailed information about the proposed options and their effects upon the communities that will be so greatly affected by the Western Distributor.

- An oasis in an industrial heartland. Committee, staff and families from Emma McLean Kindergarten respond to the proposed options for the Western Distributor. The committee, staff and families of Emma McLean kindergarten are enormously concerned that many of the proposed options for the western distributor will impact negatively on our service and on the well-being of the children attending here. Emma McLean kindergarten has been a highly valued community educational asset for families of Spotswood since 1944. It has established itself as a trailblazer of innovative programs led by families to meet the needs of the community it services. In 1994 it combined high quality educational kindergarten programs with the hours of extended childcare to meet the needs of its working families and today remains a unique model of flexibility and responsiveness, managed by its parent committee of management. In 2014 it funded a dedicated outdoor education teacher to provide a robust program of sustainability and outdoor education drawing heavily on the philosophy of the European forest school movement. We have invested heavily in creating a glorious outdoor space that provides an oasis for our inner city families and aims to foster a lifelong appreciation and awareness of environmental issues. Our service continues to gain recognition and accolades for its unique blend of care, educational excellence and community engagement. We have adored seeing our service become revitalised with the growing numbers of young families moving into Spotswood and their determination to create a community that is rich, diverse and welcoming. We are horrified at the proposals for the Western Distributor that would erode all the quality of life we currently enjoy by the creation of massive roads and tunnels across the road from our lovely service and the seventy young families who currently benefit from our rich indoor and outdoor programs. We acknowledge the proposed gains from the Western Distributor including reduced travel times for movement of freight and other traffic but are far more concerned about the quality of life of our current community's children who plan happily for hours in relative peace and quiet, streets where families walk to school and kindergarten and work, houses where people live in a quiet sustainability without the roar of constant traffic. These are the things the families of Emma McLean value for themselves and for the future of their children. We strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community. We object strongly to the limited time we have been given to consider the options and the limited amount of data related to these options. We look forward to greater consultation and more detailed information about the proposed options and their effects upon the communities that will be so greatly affected by the Western Distributor.
- I've attached a letter drafted by our Kinder that outlines exactly what our concern are. An oasis in an industrial heartland. Committee, staff and families from Emma McLean Kindergarten respond to the proposed options for the Western Distributor. The committee, staff and families of Emma McLean kindergarten are enormously concerned that many of the proposed options for the western distributor will impact negatively on our service and on the well-being of the children attending here. Emma McLean kindergarten has been a highly valued community educational asset for families of Spotswood since 1944. It has established itself as a trailblazer of innovative programs led by families to meet the needs of the community it services. In 1994 it combined high quality educational kindergarten programs with the hours of extended childcare to meet the needs of its working families and today remains a unique model of flexibility and responsiveness, managed by its parent committee of management. In 2014 it funded a dedicated outdoor education teacher to provide a robust program of sustainability and outdoor education drawing heavily on the philosophy of the European forest school movement. We have invested heavily in creating a glorious outdoor space that provides an oasis for our inner city families and aims to foster a lifelong appreciation and awareness of environmental issues. Our

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- As a very concerned resident of the area, a parent of past, present and future kindergarten children and an ongoing member of the Emma McLean committee of management I would like to object to option 3, 4 and 5 for their adverse effect on both the kindergarten and the local community. My eldest child attended Emma McLean Kindergarten from 2009-2011, my second child from 2011-2012, my 3rd child is there currently this year and next and my 4th child will attend in 2018 and 2019. I have been a resident of South Kingsville since 2005. I believe that options 3, 4 and 5 are a terrible option for Emma McLean Kindergarten and the local community of Spotswood. It will adversely affect both local families and all current and future families of the kindergarten. In my opinion these options should not be considered at all!!
- I am writing to object to Proposal 3, 4 and 5 for the Westgate extension. This concern is coming from a desire to nurture the area of Emma McLean kinder and Spotswood football club. These unique community based areas are so precious to our young children of this area. They provide a serene, calm, clean area for our youth to take refuge in and a major traffic construction near to this area would be devastating for these resources
- I understand the benefits of the new roads however, why would you even contemplate building a "truck" road across from a day-care/ kindergarten and near facilities that are used/visited by families (Spotswood Football Club / Spotswood Golf Course / Scienceworks). Isn't the health and safety of people a bigger priority than money????
- Options 3, 4 and 5 directly impact myself, my family and the wider community of Spotswood.
- The effects on the Emma McLean Kindergarten which has been there since 1944, are huge. As a parent who is intending to send a child there next year I am strongly opposed to all these three options. Please don't choose options 3, 4 or 5!
- In closing, the significant impacts to these social hubs where our children and adults form lifelong friendships and memories make Spotswood the wonderful community it is today. Please don't shift the core issue here into another suburb. Fix the problem.
- I am a parent of two children, one of whom attends Emma Mclean Kindergarten on Hope Street, as a committee member and parent I am strongly against bringing a major trucking route of hazardous and dangerous goods in such close proximity to the amazing natural habitat that the team at Emma Mclean have created over 70 years.
- I am writing to voice the grave concerns I have over the Western Distributor options 3, 4, and 5 and the horrible impacts this development will have on our Spotswood community.
- I fear it will no longer be safe to walk around the area, to and from the kinder. Please take this into consideration, Emma Mclean is our only kindergarten and an integral part of our community.
- I am even more concerned on the impacts this will have on our only Spotswood kindergarten 'Emma McLean Kindergarten' and our only sporting facility 'Donald McLean reserve'. Emma McLean Kindergarten was established over 70 years ago and is now a well-known and trusted centre that is tucked away in a quiet location and boasts a natural environmental outdoor area.
- I'm a Spotswood resident for over 50 years, my family have been involved in all aspects of the community life at Spotswood, being heavily involved in the local football and cricket clubs. I attended the Emma McLean kindergarten as did my children, my concern is the impact on options 3, 4 and 5 will have on the local community with a major concern for the sporting clubs (cricket/football/golf) with the amount of work that has gone into these grounds to allow many of the local community to enjoy playing sport in such an enjoyable environment. Sporting clubs having to move/losing part of the grounds.



- We write to provide our feedback on Transurban's plans for the Western Distributor. We live in The Avenue Spotswood (address provided, not published), opposite Donald McLean Reserve. Based on our review of Transurban's five proposed options for the tunnel and freeway connections, we believe that options 3, 4 and 5 would be the most disruptive to our local community.
- We consider that fly overs and connections to Hall Street or Simcock Avenue would negatively affect existing sporting facilities, the Emma McLean Kindergarten and Spotswood's main strip of shops in Hudsons Road.
- We are residents of Robert Street, Spotswood and we are writing to express our extreme concern at some of the options floated for the Western Distributor Tunnel. It would appear several of the options, which have only recently been released, will have a significant impact on key Spotswood facilities. These are namely the kindergarten, where we plan on sending our two young children (Emma McLean Kindergarten) and also the parkland and sports ovals where we spend a considerable amount of family time.
- It is vitally important for the community of young families in Spotswood to maintain facilities such as the kindergarten and sports reserve. Green space and community space is an essential part of our community and the livelihood of all residents.
- I spent a lot of time researching and came across the plans for the elevated truck platforms as an addition to the monstrosity of the short tunnel. Firstly, I would like to express my absolute disgust in Transurban trying to brush over the impact that the elevated truck platform will have on the residences of Spotswood should options 3, 4 and 5 of the proposals proceed. All three of these will have a direct impact on the childcare centre, sporting grounds including the Spotswood football club and the residences.
- I also strongly object to options 3, 4 and 5 due to their impact on the Emma McLean Kindergarten which would directly impact 70 families. Whilst property owners in Yarraville may object to Options 1 and 2 due to impact on their private properties for genuinely valid reasons, the impact is small and insignificant when compared to the impact on Kindergarten. This kindergarten, representing only a single impacted property, is used by 70 young families. Surely the impact to these 70 families with children attending the kindergarten, is greater than the impact to a small number of individual households. In summary, options 1 and 2 have the least adverse impact on the broader community and should be prioritised above options 3, 4 and 5. Thanks for considering the community feedback throughout the design process.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club
- I live in Spotswood and have two young children, one who currently attends the Emma McLean Kindergarten and one who will attend in 2016. I was very concerned to learn only recently of the proposed options 3, 4 and 5 of the Hyde Street access which is part of the West Gate Freeway/Western Distributor project. There are two specific areas that cause me major concern: The impact of options 3, 4 and 5 on Emma McLean kindergarten and the impact of options 3, 4 and 5 on Donald McLean reserve and the Spotswood footy club. Emma McLean kindergarten My 4 year old son has been attending Emma McLean since January 2016 and I have become a member of the Committee. My sons cycles the 10 minutes to kinder every morning along Hall Street and Hope Street. Emma McLean is a wonderful kindergarten which has a long and proud history, serving the Spotswood community for over 70 years. Even though it is an inner-city kindergarten it is tucked away in a quiet spot with little through traffic. Over the years the management and staff have created a very special, natural outdoor area that allows the children to enjoy, appreciate and learn about the natural environment. Building a major road for petrol tankers and trucks carrying dangerous goods which will pass right next to the kindergarten will destroy the beautiful haven that is Emma McLean.
- Both Emma McLean kindergarten and the Spotswood footy club are vital parts of the Spotswood community. We have only lived in Spotswood for a couple of years and both of these establishments have been integral to our integration into the community and providing a sense of belonging. Spotswood is a small residential community surrounded by lots of industry and therefore it is important to maintain the social infrastructure that currently exists and thrives. I have grave concerns over Options 3, 4 and 5 and the impact they will have on both these well-loved institutions.
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony

creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.

- Let's not leave out the fact that Spotswood children learn and develop in the Emma McLean Kindergarten and your Options 3, 4 and 5 will bring an end to this kindergarten for sure.
- Emma McLean Kinder is an absolute golden asset to our Community and if you do your research you'd discover that it is one of the most highly regarded Kinders in the Hobsons Bay region. There is always a huge wait-list and the teachers and Committee believe strongly in Community inclusion and engaging with the surrounding environment. Building a huge sound barrier right outside the Kinder, not to mention the sound and air pollution will have a HUGE impact on this exceptional community run facility. So as a concerned resident of Spotswood and member of the Emma McLean Committee and community I strongly object Options 3, 4 and 5. I can be contact on (phone number provided, not published) if further comment is required
- I also strongly object to options 3, 4 and 5 due to their impact on the Emma McLean Kindergarten which would directly impact 70 families.
- I am hugely concerned about Options 3, 4 and 5 due to the impact on Don McLean Reserve and the Emma McLean Kindergarten.
- Option 5: Has similar impacts to option 3 but its closer proximity to housing and the kindergarten on Hope Street will see the greatest impacts in terms of noise and air pollution for this community. Its design featuring tight corners may present additional road safety concerns for trucks. This could ultimately be a disincentive for truck drivers to use this route.
- Options 2, 3 and 5 have the potential to create a negative impact on nearby residents visually and potentially with noise and pollution as truck traffic will be closer to housing

#### **Concern – open space**

- We fear that these options would impact significantly on the Emma McLean Kindergarten, Donald McLean Reserve and surrounding sporting facilities due to the close proximity of the project
- Our concern also extends to the sporting facilities and public reserve surrounding Emma McLean. Again, as relatively new residents, we are currently weighing up the possibility of raising our children in this area over the long term, and access to sporting and recreation facilities will be key in our decision making
- As a resident of Spotswood, I am concerned regarding some of the proposed designs for the Western distributor. The important issues as a resident of Spotswood - loss of green space in an industrial area already lacking green space.
- Loss of community space.
- The loss of green space in the Don McLean Reserve will have a huge impact on our community. This space is a highly utilised sport and recreation facility for young children and families. It provides opportunities for people of all ages to be involved in organised and casual sport and recreation.
- As a resident of Spotswood, I am concerned regarding some of the proposed designs for the Western distributor. The important issues as a resident of Spotswood: Loss of green space in an industrial area already lacking green space.
- Loss of community space
- The loss of green space in the Don McLean Reserve will have a huge impact on our community. This space is a highly utilised sport and recreation facility for young children and families. It provides opportunities for people of all ages to be involved in organised and casual sport and recreation.
- I am concerned about Options 3, 4 and 5 due to the impact on Don McLean Reserve and the Emma McLean Kindergarten.
- Let them have the chance of going to the local kinder, playing at the local footy club, going to the park at the end of the street with grandad and only the quiet hum of bridge traffic to contend with at night.
- adversely impact much-loved, much-used and highly-valued sporting facilities;
- I strongly object to options 3, 4 and 5 as I feel they will severely impact upon the Spotswood community particularly on the nearby kindergarten, valuable parkland and sporting facilities including the golf course. These facilities are very, very valuable assets to our local community. We are trying to encourage children,

young adults, adults and older community members, of which I am one, to get outdoors and get active. I regularly use these areas for walking my dogs and would be very sad if they were to be compromised.

- My eldest also partakes in sports activities on Donald McLean Reserve and these options will impact this also. I would argue that these two facilities are used more so by the local community more so than those in options 1 and 2.
- The Donald McLean Reserve has a cricket and football club as well as two playground areas. This reserve is a great spot for locals to gather, meet, be active and play in a natural environment. The construction of a major road for petrol tankers and trucks carrying dangerous materials is of major concern, this means the children attending the kindergarten and the families enjoying the reserve will be exposed to noise pollution and air pollution on a daily basis.
- I'm a Spotswood resident for over 50 years, my family have been involved in all aspects of the community life at Spotswood, being heavily involved in the local football and cricket clubs. I attended the Emma McLean kindergarten as did my children, my concern is the impact on options 3, 4 and 5 will have on the local community with a major concern for the sporting clubs (cricket/football/golf) with the amount of work that has gone into these grounds to allow many of the local community to enjoy playing sport in such an enjoyable environment. Sporting clubs having to move/losing part of the grounds.
- We are residents of Robert Street, Spotswood and we are writing to express our extreme concern at some of the options floated for the Western Distributor Tunnel. It would appear several of the options, which have only recently been released, will have a significant impact on key Spotswood facilities. These are namely the kindergarten, where we plan on sending our two young children (Emma McLean Kindergarten) and also the parkland and sports ovals where we spend a considerable amount of family time.
- It is vitally important for the community of young families in Spotswood to maintain facilities such as the kindergarten and sports reserve. Green space and community space is an essential part of our community and the livelihood of all residents.
- I spent a lot of time researching and came across the plans for the elevated truck platforms as an addition to the monstrosity of the short tunnel. Firstly, I would like to express my absolute disgust in Transurban trying to brush over the impact that the elevated truck platform will have on the residences of Spotswood should options 3, 4 and 5 of the proposals proceed. All three of these will have a direct impact on the childcare centre, sporting grounds including the Spotswood football club and the residences.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club
- I live in Spotswood and have two young children, one who currently attends the Emma McLean Kindergarten and one who will attend in 2016. I was very concerned to learn only recently of the proposed options 3, 4 and 5 of the Hyde Street access which is part of the West Gate Freeway/Western Distributor project. There are two specific areas that cause me major concern: The impact of options 3, 4 and 5 on Emma McLean kindergarten and the impact of options 3, 4 and 5 on Donald McLean reserve and the Spotswood footy club. Emma McLean kindergarten My 4 year old son has been attending Emma McLean since January 2016 and I have become a member of the Committee. My sons cycles the 10 minutes to kinder every morning along Hall Street and Hope Street. Emma McLean is a wonderful kindergarten which has a long and proud history, serving the Spotswood community for over 70 years. Even though it is an inner-city kindergarten it is tucked away in a quiet spot with little through traffic. Over the years the management and staff have created a very special, natural outdoor area that allows the children to enjoy, appreciate and learn about the natural environment. Building a major road for petrol tankers and trucks carrying dangerous goods which will pass right next to the kindergarten will destroy the beautiful haven that is Emma McLean.
- As an inner-city industrial suburb Spotswood has very little green space, so what green space we have is cherished. Donald McLean Reserve is the only reserve in Spotswood to include outdoor sporting facilities such as the cricket pitch, footy oval and tennis courts. We regularly walk with our young children to the playgrounds on Don McLean reserve and my oldest son has recently started doing Auskick at the Spotswood footy club. Whilst we have only recently joined it is a thriving footy club and a great place to get kids running around and enjoying being outside, whilst parents get to know others from the local community.
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only

impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.

- The Western distributor project currently includes five options for the tunnel and Hyde Street access. Each option has differing impacts on the community's public green space. It is absolutely important to preserve the limited public green space in our community. However, all parks are not created equal. The quality of facilities, amenity provided, frequency of use and community benefit must be considered with each of these options. Hyde Street reserve and Stony creek reserve are poor quality public green spaces when compared to Don McLean reserve. Hyde/Stony Creek Reserve is: Infrequently used during daylight hours. It is used only by individuals for recreation occasionally, mainly on weekends, and ad-hoc in nature. Vacant at night and poorly lit, as evidenced by the dumping of rubbish in the parkland. Poorly maintained by the Council, as evidenced by the dumping of rubbish in the parkland. In comparison, Don McLean Reserve provides a significantly greater level of community benefit: Used regularly on by several sporting clubs for Aussie Rules Football and Cricket. The park is used on weeknights for training, and all day on weekends for matches. This activity is regular, structured and organised unlike the adhoc use of Hyde and Stony Creek reserve. This activity is attended by participants as well as their family and friends. Therefore, the number of regular users of the Don McLean Reserve is significantly higher than that of Hyde and Stony Creek Reserves. Well maintained by the Council and grounds-keepers. It is well lit and there is no rubbish dumped on this land. Park users use the many council-provided bins for their refuse from BBQs, dog walking, etc. Also used by individuals for recreation, and whilst ad-hoc in nature, it is used more frequently at night due to the strong lighting throughout the reserve.
- I would like to voice my concern for the Western Distributor tunnel as it will really effect the Spotswood community for many years to come. I am deeply against Options 3, 4 and 5 as this will not only effect local residents with the noise and pollution it will bring, but it will destroy the heart of Spotswood being the Spotswood Cricket, Footy Club, Tennis and golf club. The interest of Spotswood through the years have been the fact that you have a beautiful park area to enjoy playing sports, watching sports and really feel part of the community. If this is taken away I know the area will not be as desirable and you will find a lot of people will pack up and leave.
- The Western distributor project currently includes five options for the tunnel and Hyde Street access. Each option has differing impacts on the community's public green space. It is absolutely important to preserve the limited public green space in our community. However, all parks are not created equal. The quality of facilities, amenity provided, frequency of use and community benefit must be considered with each of these options. Hyde Street reserve and Stony creek reserve are poor quality public green spaces when compared to Don McLean reserve. Hyde/Stony creek reserve is: Infrequently used during daylight hours. It is used only by individuals for recreation occasionally, mainly on weekends, and ad-hoc in nature, Vacant at night and poorly lit, as evidenced by the dumping of rubbish in the parkland. Poorly maintained by the council, as evidenced by the dumping of rubbish in the parkland. In comparison, Don McLean reserve provides a significantly greater level of community benefit: Used regularly on by several sporting clubs for Aussie Rules Football and Cricket. The park is used on weeknights for training, and all day on weekends for matches. This activity is regular, structured and organised unlike the adhoc use of Hyde and Stony Creek reserve. This activity is attended by participants as well as their family and friends. Therefore, the number of regular users of the Don McLean reserve is significantly higher than that of Hyde and Stony Creek reserves. Well maintained by the council and groundskeepers. It is well lit and there is no rubbish dumped on this land. Park users use the many council-provided bins for their refuse from BBQs, dog walking, etc. Also used by individuals for recreation, and whilst ad-hoc in nature, it is used more frequently at night due to the strong lighting throughout the reserve.
- I am hugely concerned about Options 3, 4 and 5 due to the impact on Don McLean Reserve and the Emma McLean Kindergarten.

#### **Concern – traffic flow and congestion**

- the consequent traffic, noise, and pollution levels

- This would heavily impact on noise and pollution levels, with a significant amount of traffic, passing in very close proximity to the kinder.
- I strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community
- I live on The Avenue in Spotswood and have children who attend Emma McLean Kindergarten and am appalled by Options 3, 4 and 5 that you are presenting, especially Option 5. If you lived in the area at all, you would know that traffic, noise and pollution is already an issue with the trucks in the area.
- The impacts of options 3, 4 and 5 seem to be relocating the traffic and air quality issues from Yarraville to Spotswood.
- As a resident of Spotswood I am angry and disappointed that 3 of the 5 options significantly impact this small suburb immensely. I amongst fellow residents and concerned locals also note that our standing in this saga is overshadowed by the larger more vocal residents of Yarraville. I feel that Options 3 to 5 are merely shifting Yarraville's trucks problems over to our hidden gem of a suburb.
- obvious increase in large vehicle traffic congestion into this small suburb
- Increasing traffic flow through a heavily residential area should not be an outcome of this project. We believe the aim should be to reduce traffic flow and pollution through residential areas.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club
- If my above points are not strong enough, the fact is Spotswood cannot afford to have any extra traffic as it is not sustainable for our area. Thanks for listening.
- As a long term resident of Hall St, I STRONGLY OBJECT to option 5, being as it spits traffic out into my street. This is a residential street and will see both an upswing in cars heading to Williamstown and trucks heading to the terminals in Douglas Parade. As the only option that spits traffic into a residential street I feel this one should be avoided, as there is nothing to be gained by transferring the problems faced by Francis Street residents to Hall Street residents
- We have particular concerns applying to option 5, and believe that the turns from the ramp into Hall Street and from Hall Street into Simcock Ave will significantly add to vehicle instability unless adequate traffic calming measures are implemented. We further believe that such measures are unsuitable to likely traffic flows – particularly empty fuel tankers.
- Options 3, 4 and 5 will negatively impact on our business both during construction and after completion by the increase of traffic and its diversions around our site, particularly where trucks and delivery vehicles are turning into and out of our property.
- Options 3, 4, and 5 will have an immediate detrimental effect on our business by exponentially increasing traffic use on Simcock Avenue, thereby increasing environmental impacts and safety concerns for our business
- Similar to Option 3, we are concerned that Option 5 has the potential to result in unacceptable impacts to others in the community, thereby passing 'our' problem onto others. We also note that such a tortuous route increases the risk of vehicle accidents, and results in inefficient vehicle movement, increasing noise and emissions.
- This option would have by far the greatest impact on the site at 208 Hall Street compared to the other options by providing the freeway ramp connection directly along the site's northern frontage. The 208 Hall Street property currently has a vehicle access along this northern (Simcock Avenue) frontage which is regularly used by trucks. Converting this section of Simcock Avenue to a freeway access ramp would result in a significantly greater volume of traffic travelling directly past the site and would make it more difficult for trucks to enter and exit the site. The conversion of Simcock Avenue to a freeway access ramp would also likely result in it being declared as an 'arterial road' which would limit access opportunities for any future redevelopment of the site, and may restrict direct access.

#### **Concern – noise**

- the consequent traffic, noise, and pollution levels
- increase the noise and pollution levels around the kinder.
- Traffic noise.

- Traffic noise.
- I write to formally inform you of my concerns regarding some of the options proposed in the Western distributor project. As a resident of Derham Street Spotswood 3015 (address provided, not published), I am very concerned regarding the effects on my house directly (noise, decrease in house value, disruption to local community)
- This would heavily impact on noise and pollution levels, with a significant amount of traffic, passing in very close proximity to the kinder.
- I strongly object to options 3, 4 and 5 which will bring an enormous increase of noise and traffic to our community
- I live on The Avenue in Spotswood and have children who attend Emma McLean Kindergarten and am appalled by Options 3, 4 and 5 that you are presenting, especially Option 5. If you lived in the area at all, you would know that traffic, noise and pollution is already an issue with the trucks in the area.
- The air pollution and noise which will make living in Spotswood extremely unpleasant. Not to mention the children at Emma McLean Kindergarten.
- The construction of a major road for petrol tankers and trucks carrying dangerous materials is of major concern, this means the children attending the kindergarten and the families enjoying the reserve will be exposed to noise pollution and air pollution on a daily basis.
- Noise and pollution issues.
- As residents of The Avenue we are also concerned that any elevated ramp or roadway above the existing West Gate Freeway, alongside Donald McLean Reserve, would directly impact the visual, air and noise quality at our property. Causing us concern for our health and also the value of our property. Currently there are no barriers between the freeway and the reserve and we have noticed that pollution from the freeway crosses the reserve and leaves a residue on our car, front garden and house. The noise from the vehicles on the freeway can also be heard throughout the house and from our backyard. Any increase in this air/noise pollution would be of great concern to us and the health effects that it may have on our family. We would like Transurban to consider options that have the least impact on amenity in our area and ensure that there are no negative impacts to residents health or property value.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.
- I would like to voice my concern for the Western Distributor tunnel as it will really effect the Spotswood community for many years to come. I am deeply against Options 3, 4 and 5 as this will not only effect local residents with the noise and pollution it will bring, but it will destroy the heart of Spotswood being the Spotswood Cricket, Footy Club, Tennis and golf club. The interest of Spotswood through the years have been the fact that you have a beautiful park area to enjoy playing sports, watching sports and really feel part of the community. If this is taken away I know the area will not be as desirable and you will find a lot of people will pack up and leave.
- Emma McLean Kinder is an absolute golden asset to our Community and if you do your research you'd discover that it is one of the most highly regarded Kinders in the Hobsons Bay region. There is always a huge wait-list and the teachers and Committee believe strongly in Community inclusion and engaging with the surrounding environment. Building a huge sound barrier right outside the Kinder, not to mention the sound and air pollution will have a HUGE impact on this exceptional community run facility. So as a concerned resident

of Spotswood and member of the Emma McLean Committee and community I strongly object Options 3, 4 and 5. I can be contact on (phone number provided, not published) if further comment is required

- Similar to Option 3, we are concerned that Option 5 has the potential to result in unacceptable impacts to others in the community, thereby passing 'our' problem onto others. We also note that such a tortuous route increases the risk of vehicle accidents, and results in inefficient vehicle movement, increasing noise and emissions.
- Option 5: Has similar impacts to option 3 but its closer proximity to housing and the kindergarten on Hope Street will see the greatest impacts in terms of noise and air pollution for this community. Its design featuring tight corners may present additional road safety concerns for trucks. This could ultimately be a disincentive for truck drivers to use this route.
- Options 2, 3 and 5 have the potential to create a negative impact on nearby residents visually and potentially with noise and pollution as truck traffic will be closer to housing

### **Concern – air quality**

- the consequent traffic, noise, and pollution levels
- The potential effect on young children of pollution from a tunnel designed specifically for trucks goes without saying,
- Air pollution.
- increase the noise and pollution levels around the kinder.
- Air pollution.
- This would heavily impact on noise and pollution levels, with a significant amount of traffic, passing in very close proximity to the kinder.
- I live on The Avenue in Spotswood and have children who attend Emma McLean Kindergarten and am appalled by Options 3, 4 and 5 that you are presenting, especially Option 5. If you lived in the area at all, you would know that traffic, noise and pollution is already an issue with the trucks in the area.
- The air pollution and noise which will make living in Spotswood extremely unpleasant. Not to mention the children at Emma McLean Kindergarten.
- The impacts of options 3, 4 and 5 seem to be relocating the traffic and air quality issues from Yarraville to Spotswood.
- The construction of a major road for petrol tankers and trucks carrying dangerous materials is of major concern, this means the children attending the kindergarten and the families enjoying the reserve will be exposed to noise pollution and air pollution on a daily basis.
- Noise and pollution issues.
- As residents of The Avenue we are also concerned that any elevated ramp or roadway above the existing West Gate Freeway, alongside Donald McLean Reserve, would directly impact the visual, air and noise quality at our property. Causing us concern for our health and also the value of our property. Currently there are no barriers between the freeway and the reserve and we have noticed that pollution from the freeway crosses the reserve and leaves a residue on our car, front garden and house. The noise from the vehicles on the freeway can also be heard throughout the house and from our backyard. Any increase in this air/noise pollution would be of great concern to us and the health effects that it may have on our family. We would like Transurban to consider options that have the least impact on amenity in our area and ensure that there are no negative impacts to residents health or property value.
- Increasing traffic flow through a heavily residential area should not be an outcome of this project. We believe the aim should be to reduce traffic flow and pollution through residential areas.
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club
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community. If this is taken away I know the area will not be as desirable and you will find a lot of people will pack up and leave.

- Emma McLean Kinder is an absolute golden asset to our Community and if you do your research you'd discover that it is one of the most highly regarded Kinders in the Hobsons Bay region. There is always a huge wait-list and the teachers and Committee believe strongly in Community inclusion and engaging with the surrounding environment. Building a huge sound barrier right outside the Kinder, not to mention the sound and air pollution will have a HUGE impact on this exceptional community run facility. So as a concerned resident of Spotswood and member of the Emma McLean Committee and community I strongly object Options 3, 4 and 5. I can be contact on (phone number provided, not published) if further comment is required
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.
- Options 3, 4, and 5 will have an immediate detrimental effect on our business by exponentially increasing traffic use on Simcock Avenue, thereby increasing environmental impacts and safety concerns for our business
- Similar to Option 3, we are concerned that Option 5 has the potential to result in unacceptable impacts to others in the community, thereby passing 'our' problem onto others. We also note that such a tortuous route increases the risk of vehicle accidents, and results in inefficient vehicle movement, increasing noise and emissions.
- Option 5: Has similar impacts to option 3 but its closer proximity to housing and the kindergarten on Hope Street will see the greatest impacts in terms of noise and air pollution for this community. Its design featuring tight corners may present additional road safety concerns for trucks. This could ultimately be a disincentive for truck drivers to use this route.
- Options 2, 3 and 5 have the potential to create a negative impact on nearby residents visually and potentially with noise and pollution as truck traffic will be closer to housing

#### **Concern – property value**

- I would also like to know what impact this is going to have on our property as our house is only metres from the freeway. If it does would like more information on how household like ours would be compensated.
- I write to formally inform you of my concerns regarding some of the options proposed in the Western distributor project. As a resident of Derham Street Spotswood 3015 (address provided, not published), I am very concerned regarding the effects on my house directly (noise, decrease in house value, disruption to local community)
- Changes to the community landscape with new structures being built (affecting future real estate pricing). Very concerned long time Spotswood resident
- As residents of The Avenue we are also concerned that any elevated ramp or roadway above the existing West Gate Freeway, alongside Donald McLean Reserve, would directly impact the visual, air and noise quality at our property. Causing us concern for our health and also the value of our property. Currently there are no barriers between the freeway and the reserve and we have noticed that pollution from the freeway crosses the reserve and leaves a residue on our car, front garden and house. The noise from the vehicles on the freeway can also be heard throughout the house and from our backyard. Any increase in this air/noise pollution would be of great concern to us and the health effects that it may have on our family. We would like Transurban to consider options that have the least impact on amenity in our area and ensure that there are no negative impacts to residents health or property value.

#### **Concern – elevated roads**



- I spent a lot of time researching and came across the plans for the elevated truck platforms as an addition to the monstrosity of the short tunnel. Firstly, I would like to express my absolute disgust in Transurban trying to brush over the impact that the elevated truck platform will have on the residences of Spotswood should options 3, 4 and 5 of the proposals proceed.
- As a Spotswood resident, I understand that we live in an area with trucks, industrial areas in close proximity and the Westgate freeway/bridge noise, but what I don't understand is why Transurban would build a truck route, that is elevated which means more noise on the Spotswood side when the Yarraville side (1 and 2) only impacts land that isn't used as it is. Take a drive through that area on a weekend and see how many people are enjoying time in the parklands, I would be surprised if you ever saw a single person in that area of stony creek or Hyde St reserve! But have a look on any weekday or weekend at the Donald McLean Reserve and the Emma McLean Kindergarten and see the thousands of people who visit these areas. Whether it be children at the Kindergarten, Spotswood Football Club and Cricket Club, People walking their dogs or families enjoying the open land. Why would you ruin this space especially when you have highlighted that option 5 is more expensive! Furthermore, I can't imagine the additional noise and pollution levels that will be in our homes. The short tunnel and elevated platform would be nothing short of a nightmare for our beautiful community.
- We have particular concerns applying to option 5, and believe that the turns from the ramp into Hall Street and from Hall Street into Simcock Ave will significantly add to vehicle instability unless adequate traffic calming measures are implemented. We further believe that such measures are unsuitable to likely traffic flows – particularly empty fuel tankers.
- We have concerns regarding the option 5 exit ramp onto Hall Street and strongly recommend several devices to alter drivers of the sharp turn, as such: installation of tragic light, ripple strips, illuminated speed limit sign and positive camber of road surface to minimize risk of potential truck rollovers

#### **Concern – amenity and visual**

- Visual impact.
- Visual impact.
- I write to formally inform you of my concerns regarding some of the options proposed in the Western distributor project. As a resident of Derham Street Spotswood 3015 (address provided, not published), I am very concerned regarding the effects on my house directly (noise, decrease in house value, disruption to local community)
- There will be noise pollution, air pollution and visual pollution. I also fear it will no longer be safe for children to cycle and walk to kinder because of the increased traffic and heavy vehicles. Emma McLean kindergarten has been 70 years in the making and my oldest son has been fortunate enough to thrive within this wonderful environment. Please don't deprive my younger son and the future children of Spotswood this same opportunity. Donald McLean Reserve and Spotswood footy club

#### **Concern – other**

- I wish to raise my strong objections to Options 3, 4 and 5.
- We write to express concern and my objections to Options 3, 4 and 5 recently tabled. Firstly, the lack of community awareness is of great concern to those of us who live in Spotswood and whose children attend Emma McLean Kinder and Spotswood Primary school and love our quiet little community. As a resident of Spotswood I have not received any information regarding these options and was only made aware of the project via a Kinder Committee meeting recently, this is also of great concern to the local community.
- I am also concerned about the lack of information available regarding the impact of these options and the limited amount of time the community has been given to consider and respond.
- This option would have by far the greatest impact on the site at 208 Hall Street compared to the other options by providing the freeway ramp connection directly along the site's northern frontage. The 208 Hall Street property currently has a vehicle access along this northern (Simcock Avenue) frontage which is regularly used by trucks. Converting this section of Simcock Avenue to a freeway access ramp would result in a significantly greater volume of traffic travelling directly past the site and would make it more difficult for trucks to enter and exit the site. The conversion of Simcock Avenue to a freeway access ramp would also likely result in it being declared as an 'arterial road' which would limit access opportunities for any future redevelopment of the site, and may restrict direct access.
- We note that of all the options, Option 5 would provide the poorest alignment for vehicles using the ramps to access Hyde Street from the freeway due to low radius curves at both the Hall Street/Simcock Avenue

intersection and at the location where the ramps cross the Footscray to Newport rail line. We trust that the above comments are of assistance. Please contact (contact details provided, not published) should you have any questions or require any further information.

### **Advantage**

- As per Options 3 and 4, this option could also provide a benefit to the site at 208 Hall Street as the site would have more direct access to the West Gate Freeway to head west towards Werribee and the M80 Ring Road provided access to the ramp is available from the site.

### **Improvement idea**

- As a resident and road-user, my hope is that any future works will put a priority on; minimising the impact to highly-utilised open community space; that any new roads are built as close to existing roads as possible; and that the long-term impact to the community and residents is given priority over the short-term cost estimates
- As a resident and road-user, my hope is that any future works will put a priority on; minimising the impact to highly-utilised open community space; that any new roads are built as close to existing roads as possible; and that the long-term impact to the community and residents is given priority over the short-term cost estimates.
- Why is it okay to propose this for Spotswood, but not ok in the case of the East-West link through Collingwood and Parkville? Is it because those electorates are more marginal than ours? We would encourage the State Government, Transurban and other stakeholders in this project to select the option that has the least environmental and social impact on the Inner West.
- We therefore have strong opinions as to what is required and make the following recommendations: Any road widening of Simcock Avenue is to be contained within the current dimensions of Council land and not to encroach into our property. A traffic light be installed on the corner of Simcock Avenue and Booker Street in conjunction with a new cross over at 20 Simcock Avenue. This will enable Cootes safe site access, as well as provide safe access to Science Work's customer car parks. Failure to implement this control will render options 3, 4 and 5 unworkable in Cootes opinion.
- We have concerns regarding the option 5 exit ramp onto Hall Street and strongly recommend several devices to alter drivers of the sharp turn, as such: installation of tragic light, ripple strips, illuminated speed limit sign and positive camber of road surface to minimize risk of potential truck rollovers

### **Comment**

- I work shifts and was unable to attend the information sessions however I do note that there was attempts to speak with us at our house however I was working on those day
- If the cost of maintaining this community and completing the project this larger, by opting for the long tunnel, then the fair outcome is that this cost should be borne by the users of the tollway.
- As such, I propose that the options which preserve Don McLean reserve (options 1 and 2) be prioritised above the options which preserve Hyde and Stony Creek reserves (options 3, 4 and 5) due to the quality of parkland and net community benefit provided by the public green space.
- I really ask that you consider this when the decision is made. A long tunnel is expensive, but well worth it and the elevated platform on the Yarraville side does not impact the residences. The Yarraville side keeps the new road within close proximity to the existing freeway and minimises visual and amenity impacts. This is clearly stated in the discussion paper. I would be more than willing to meet directly with you to discuss this issue directly as I can assure you that the Spotswood Community will be perusing these concerns. I can be contacted on (phone number provided, not published)
- With reference to our conversation on May 3rd and potential for access ramps to be directed across our property, I wish to highlight that this would severely restrict our ability to operate the site and damage the future returns of the McAleese business in a material manner. McAleese would reserve its right to pursue compensation for this impact.
- From the material provided on the consultation hub it is unclear whether the freeway access ramp would utilise the existing Hall Street and Simcock Avenue pavements, or whether it would result in a separate parallel roadway being constructed on the east side of the existing Hall Street and the north side of the existing Simcock Avenue. The construction of separate parallel carriageways would lessen the impact on the site at 208 Hall Street. Further detail in relation to this option would be required to clarify this issue.

### **Tunnel, northern portal and bridge**

## Concerns – elevated roads

- We are owners of the property situated in Moreland Street, Footscray (address provided, not published) and are extremely concerned about the proposed elevated bridge in the vicinity of The Cotton Mills. This is a historic area and it will be compromised by being overshadowed by a substantial above ground structure. There is a possibility for the proposed distributor to be completed by means of tunnels and it would be a tragedy to permanently scar this area by introducing a bridge over a river which, over the years, has been transformed from a drain to an attractive feature of this city. Furthermore, the area under the bridge may give rise to a shanty town inhabited by the homeless.
- the risks to which it will expose the public who use the proposed new bridge
- the enormous opportunity costs of ignoring and effectively precluding for the future a way of achieving the necessary additional river crossing that may well cost less when it is properly investigated and which would leave open and even encourage further upgrading of the banks of the river for public use and enjoyment.
- As a property owner in the Docklands Cotton Mills (DCM), I wish to object to the Western distributor bridge proposal for the following reasons: It is not one bridge but three all with accompanying unsightly support structures destroying the river and banks. The height made worse because the main bridge has to clear the on off roads to the docks which in turn have to clear the road behind the DCM and clear the river for boating traffic. Plus the ridiculously colossal rusty "U" structure overshadowing every building around.
- I'm heavily invested in property and run businesses at the Cotton Mills. This is a very rare and historically significant business, arts and creative precinct. Since the mill moved its operations to Francis street in the 70's the old buildings have housed artisans, famed Melbourne artists, film and TV and performance artists and studios, fashion, design, construction. It's been the backdrop for dozens of feature and short films and TV shows. The home of Melbourne's underground rave scene in the 90's Global Village, Every picture tells a story. Three separate internationally acclaimed fine artists have space here. Your proposed road and bridge will significantly alter our ability to conduct business and life. Your bridge and traffic will make noise unbearable and air quality toxic. Why should those who choose to invest in commercial property be considered inconsequential relative to residential investors? Why do you allow us no rights? We are people too. We are people that spend a greater amount of time at work than at home. Your road and traffic vibration will seriously damage our very bricks and mortar, our historic chimney and our opportunity to conduct business. It's unAustralian to restrict a person's ability to conduct business.
- The proximity to the DCM, more than 70 business and 100s of workers, I have concerns about the heritage buildings of DCM including the shot tower being damaged by construction vibration and ensuing pollution. The angle of the main overshadowing bridge maximises the area of the river permanently destroyed and the loss of amenity in the area. Noise, the proposed 20000 vehicles accelerating up out of the tunnel must be disruptive to businesses in the DCM even if noise barriers are erected they would substantially add to the effective height of the structure. Pollution, I am concerned about toxic particulate matter settling in the laneways "canal" within the DCM and not being flushed out. Destruction of local heritage. The DCM site has housed prominent local business since 1875, was one of Footscray's largest employers during ww2, the 1939 riverside building is a standout, the wharf precinct has been restored and landscaped because of its significance. Billy Button Creek was Footscray's first fresh water source and any potential to preserve and beautify it is lost, the bridge will overshadow or destroy this, and the remnants of Footscray's powder magazine. Loss of parking spaces, affecting workers and customers to local businesses. Loss of property value. Loss of views of the docks and the city which locals and visitors to the riverside will never get back. Loss of ability to conduct peaceful business in this creative versatile precinct, with consequent loss of value in businesses and property.
- My most direct interest is as owner in the Docklands Cotton Mills subdivision (address provided, not published). It is a commercial, not a residential subdivision, but some of the lots have caretakers in residence as permitted. There are in the subdivision almost 60 lots (not counting car park units), accommodating about 90 different businesses, employing several hundred people and receiving a corresponding number of clients and other visitors daily. As a resident of Williamstown, I also have a general interest in the upgrading that has been occurring in recent years in the western suburbs, including the environment around the Maribyrnong River, and a wish to see that continue. I have owned (address provided, not published) for about 15 years. After a couple of years spent renovating it internally under the guidance of an architect, I have used it as a storage and display area for the artworks my wife created as a professional artist, where they can be viewed by prospective purchasers and dealers by appointment. She died a bit over four years ago, but such use of the unit by me has continued. It is a use which is subtly enhanced by the pleasantly preserved old-fashioned ambience of the Docklands Cotton Mills subdivision. For most of that time I have also been on the Committee

of the Owners Corporation for the subdivision. The Committee members have devoted thousands of hours to safeguarding and improving the heritage-listed fabric and environment of Docklands Cotton Mills. To our knowledge, many of the lot owners have incurred substantial expenditure improving their units internally. Damage to the local community - the proposed new bridge beside Docklands Cotton Mills, carrying a large volume of heavy truck traffic, will have a devastating effect on Docklands Cotton Mills and the properties in the streets around it, due to the resultant continuous noise (including the noise of brakes being applied by trucks descending the sloped road), the spray/spreading of diesel particles damaging to health, and ugly visual intrusion. The real estate values of the subdivision units are likely to be drastically reduced.

- Risks to users of the bridge: The bridge will pass so close to "Coode Island", used for storing hazardous chemicals, that the risk of any explosion or fire at that storage will effectively be shared by users of the bridge. There has already been one large fire there. The State government has ever since cited that risk as a reason for prohibiting schools and new development within a certain range of the storage area. I understand your proposed bridge will breach the prohibited range. Even if it doesn't quite do so, it will still pass close enough to pose an undesirable risk to users of the bridge, and one that cannot be justified when there is a relatively risk-free alternative for a new river crossing; which brings me to my third point.
- Pile driving for the freeway supports will damage large parts of the heritage listed Docklands Cotton Mills and its heritage registered chimney. The area from the Yarraville Portal northwards to the Docklands Cotton Mills area will replace green and peaceful river space with a concrete ghetto just right for all the nasty things which thrive in such areas - let's see, car theft and car burnings, drug selling, prostitution, continual graffiti and all the other filth that under freeway areas attract. The bridge will be within 400 metres from a proven hazardous high risk location in the port of Melbourne. Currently residential occupation of the Docklands Cotton Mills is banned as we are within one kilometre of the same location. Schools cannot be within 1.5 kilometres of such an area.
- As admitted by your expert staff at your open days air quality will collapse as this is ostensibly a heavy vehicle route designed for diesel powered triple bogey vehicles which are too heavy for even the West Gate Bridge. Diesel fumes, with their minute soot particles, will shower down on the Docklands Cotton Mills 24 hours a day. Because of the design of the Docklands Cotton Mills most premises operate on windows open basis all year round. Little or no air-conditioning exists here. How could we operate without closed windows with the soot from the concept planned western distributor raining down? The Docklands Cotton Mills in some parts is 100 years old and as such do not have the sound and temperature characteristics require to insulate against catastrophic increase in sound level developed by the 24 hour cycle of vehicles that Transurban envisage will use this freeway. It is located just four metres from the Docklands Cotton Mills south eastern extremity and, as your staff so carefully explained, there is nothing preventing you from building a freeway this close to a commercial space. What are you thinking? Many people work here for sixteen hours or more per day and yet this seems not to count. Working, in what is now a quiet space, will be no longer possible with the sound of truck engine compression brakes as they slow to enter the port or accelerate up a steep ramp to leave the port fully laden. No sound tube, just a little sound deflection wall for the poor fools at the Docklands Cotton Mills. The Docklands Cotton Mills owners along Maribyrnong Street and the residents of Yarraville, Seddon and Footscray have unparalleled views of the City, Docks and the River which are going to be blocked by a hideous triple bridge built by Transurban. It is not like the existing CityLink built over a railway and ugly unused swamp lands. This is being built in used areas which contribute to the life of our city. The dredging for the river supports for the three bridges will raise incredibly nasty pollution deposited over the last 100 years, especially when the river was the Yarra River, and this will mean extraordinary pollution drifting into our Port Phillip Bay.

### Concerns – property value

- The proximity to the DCM, more than 70 business and 100s of workers, I have concerns about the heritage buildings of DCM including the shot tower being damaged by construction vibration and ensuing pollution. The angle of the main overshadowing bridge maximises the area of the river permanently destroyed and the loss of amenity in the area. Noise, the proposed 20000 vehicles accelerating up out of the tunnel must be disruptive to businesses in the DCM even if noise barriers are erected they would substantially add to the effective height of the structure. Pollution, I am concerned about toxic particulate matter settling in the laneways "canal" within the DCM and not being flushed out. Destruction of local heritage. The DCM site has housed prominent local business since 1875, was one of Footscray's largest employers during ww2, the 1939 riverside building is a standout, the wharf precinct has been restored and landscaped because of its significance. Billy Button Creek was Footscray's first fresh water source and any potential to preserve and beautify it is lost, the bridge will overshadow or destroy this, and the remnants of Footscray's powder

magazine. Loss of parking spaces, affecting workers and customers to local businesses. Loss of property value. Loss of views of the docks and the city which locals and visitors to the riverside will never get back. Loss of ability to conduct peaceful business in this creative versatile precinct, with consequent loss of value in businesses and property.

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#### Concerns – vibration

- I'm heavily invested in property and run businesses at the Cotton Mills. This is a very rare and historically significant business, arts and creative precinct. Since the mill moved its operations to Francis street in the 70's the old buildings have housed artisans, famed Melbourne artists, film and TV and performance artists and studios, fashion, design, construction. It's been the backdrop for dozens of feature and short films and TV shows. The home of Melbourne's underground rave scene in the 90's Global Village, Every picture tells a story. Three separate internationally acclaimed fine artists have space here. Your proposed road and bridge will significantly alter our ability to conduct business and life. Your bridge and traffic will make noise unbearable and air quality toxic. Why should those who choose to invest in commercial property be considered inconsequential relative to residential investors? Why do you allow us no rights? We are people too. We are people that spend a greater amount of time at work than at home. Your road and traffic vibration will seriously damage our very bricks and mortar, our historic chimney and our opportunity to conduct business. It's unAustralian to restrict a person's ability to conduct business.
- The proximity to the DCM, more than 70 business and 100s of workers, I have concerns about the heritage buildings of DCM including the shot tower being damaged by construction vibration and ensuing pollution. The angle of the main overshadowing bridge maximises the area of the river permanently destroyed and the loss of amenity in the area. Noise, the proposed 20000 vehicles accelerating up out of the tunnel must be disruptive to businesses in the DCM even if noise barriers are erected they would substantially add to the effective height of the structure. Pollution, I am concerned about toxic particulate matter settling in the laneways "canal" within the DCM and not being flushed out. Destruction of local heritage. The DCM site has housed prominent local business since 1875, was one of Footscray's largest employers during ww2, the 1939 riverside building is a standout, the wharf precinct has been restored and landscaped because of its significance. Billy Button Creek was Footscray's first fresh water source and any potential to preserve and beautify it is lost, the bridge will overshadow or destroy this, and the remnants of Footscray's powder magazine. Loss of parking spaces, affecting workers and customers to local businesses. Loss of property value. Loss of views of the docks and the city which locals and visitors to the riverside will never get back. Loss of ability to conduct peaceful business in this creative versatile precinct, with consequent loss of value in businesses and property.
- Pile driving for the freeway supports will damage large parts of the heritage listed Docklands Cotton Mills and its heritage registered chimney. The area from the Yarraville Portal northwards to the Docklands Cotton Mills area will replace green and peaceful river space with a concrete ghetto just right for all the nasty things which

thrive in such areas - let's see, car theft and car burnings, drug selling, prostitution, continual graffiti and all the other filth that under freeway areas attract. The bridge will be within 400 metres from a proven hazardous high risk location in the port of Melbourne. Currently residential occupation of the Docklands Cotton Mills is banned as we are within one kilometre of the same location. Schools cannot be within 1.5 kilometres of such an area.

#### **Concerns – open space**

- The West Bank of the Maribyrnong is an area crying out for either a continuation of green space or lungs along the Maribyrnong River or a future city looking Eastwards towards the CBD and over the redeveloped shipping docks. Your bridge and freeway will preclude this and ruin this area for future generations.

#### **Concerns – proximity of road/structures**

- I write to object to the project as it is currently proposed, on the following main grounds: the damage it will do directly to a substantial community beside the river;
- I am a property owner at the Docklands Cotton Mills for the last 16 years. My concern is the exit of the tunnels going right past my building. This will create noise pollution for 24 hours a day, 7 days a week. The exit will spew diesel soot and micro air borne particles right next to my workplace exposing myself and workers to excessive amounts of pollution. This would most likely exceed the EPA's recommended exposure levels.
- The proximity to the DCM, more than 70 business and 100s of workers, I have concerns about the heritage buildings of DCM including the shot tower being damaged by construction vibration and ensuing pollution. The angle of the main overshadowing bridge maximises the area of the river permanently destroyed and the loss of amenity in the area. Noise, the proposed 20000 vehicles accelerating up out of the tunnel must be disruptive to businesses in the DCM even if noise barriers are erected they would substantially add to the effective height of the structure. Pollution, I am concerned about toxic particulate matter settling in the laneways "canal" within the DCM and not being flushed out. Destruction of local heritage. The DCM site has housed prominent local business since 1875, was one of Footscray's largest employers during ww2, the 1939 riverside building is a standout, the wharf precinct has been restored and landscaped because of its significance. Billy Button Creek was Footscray's first fresh water source and any potential to preserve and beautify it is lost, the bridge will overshadow or destroy this, and the remnants of Footscray's powder magazine. Loss of parking spaces, affecting workers and customers to local businesses. Loss of property value. Loss of views of the docks and the city which locals and visitors to the riverside will never get back. Loss of ability to conduct peaceful business in this creative versatile precinct, with consequent loss of value in businesses and property.
- We, business premises and business owners at the Docklands Cotton Mills, are writing to voice our absolute horror and resultant rejection of what you are planning to do to our workplace and environs in and around the Docklands Cotton Mills. Firstly some history for you as it is very obvious to all the Docklands Cotton Mills property owners and their workers that no research has been undertaken at or near the Docklands Cotton Mills. The Docklands Cotton Mills address is 91 Moreland St. Street, Footscray, and we are situated between Moreland Street on the West, Parker Street on the North, Maribyrnong Street on the East and, approximately, Lyons Street on the South. The Docklands Cotton Mills is a business incubator which houses many businesses, both small (1 person) and very large 150 person companies. A lot of owners in the Docklands Cotton Mills have invested heavily in offices here with their hard earned retirement funds and for Transurban to come along and take away their livelihoods would be a cruel outcome for a publicly listed company to be responsible for. Just so that you know here are our current figures for the Docklands Cotton Mills: Number of business premises: 57; Number of businesses: 93; Number of workers located within: 380; Car parks required outside our premises each day: 218; Parking for visitors are not included but with active businesses such as a gymnasium it could easily run to 200 per day. This figure also excludes internal car parks, some 54, and has taken into account public transport and bike riders. The Westgate Freeway Distributor works in Moreland Street will remove about 50 metered car spaces and, with your Western Distributor raised freeway, we would lose an additional 150 car spaces in Lyons and Maribyrnong Streets. Your conceptual maps show these areas as some sort of wasteland which they most certainly are not. The formidable output and intellectual creativity that the Docklands Cotton Mills produces is enormous. In fact that so much so that NBN took one look and installed fibre to all of the premises. In one fell Transurban swoop your so called concept plan will mortally wound the Docklands Cotton Mills and its environs forever. Why? We believe below are some of the salient facts. As can be seen by your concept plans little of what is located here has been taken into account and this was proven by visiting your open days and seeing the looks on the faces of your so called experts when presented with the facts about what we do here.

- Whilst the long tunnel does not directly create an impact upon open green space at Hyde St Reserve, some ramp options do have potentially significant impacts. Our order of preference in design option is as follows: Option 4 (both north and south) ramps; Option 2/3 (North / South) ramps; and Option 5 (Hall St) ramp. Option 5 brings additional trucks directly across the road and railway line from residents on Hope St, Spotswood. This results in a new group of residents being impacted through having a road unnecessarily close to them. These arguments are exactly what we are campaigning against, and as a result, we cannot support this option.

### Concerns – amenity and visual

- The traffic on the bridge will give rise to noise and smoke pollution which will impact on an area that once was industrial but is now evolving to be a visually attractive precinct. The presence of a bridge will reverse that evolution.
- The proximity to the DCM, more than 70 business and 100s of workers, I have concerns about the heritage buildings of DCM including the shot tower being damaged by construction vibration and ensuing pollution. The angle of the main overshadowing bridge maximises the area of the river permanently destroyed and the loss of amenity in the area. Noise, the proposed 20000 vehicles accelerating up out of the tunnel must be disruptive to businesses in the DCM even if noise barriers are erected they would substantially add to the effective height of the structure. Pollution, I am concerned about toxic particulate matter settling in the laneways "canal" within the DCM and not being flushed out. Destruction of local heritage. The DCM site has housed prominent local business since 1875, was one of Footscray's largest employers during ww2, the 1939 riverside building is a standout, the wharf precinct has been restored and landscaped because of its significance. Billy Button Creek was Footscray's first fresh water source and any potential to preserve and beautify it is lost, the bridge will overshadow or destroy this, and the remnants of Footscray's powder magazine. Loss of parking spaces, affecting workers and customers to local businesses. Loss of property value. Loss of views of the docks and the city which locals and visitors to the riverside will never get back. Loss of ability to conduct peaceful business in this creative versatile precinct, with consequent loss of value in businesses and property.
- My most direct interest is as owner in the Docklands Cotton Mills subdivision (address provided, not published). It is a commercial, not a residential subdivision, but some of the lots have caretakers in residence as permitted. There are in the subdivision almost 60 lots (not counting car park units), accommodating about 90 different businesses, employing several hundred people and receiving a corresponding number of clients and other visitors daily. As a resident of Williamstown, I also have a general interest in the upgrading that has been occurring in recent years in the western suburbs, including the environment around the Maribyrnong River, and a wish to see that continue. I have owned (address provided, not published) for about 15 years. After a couple of years spent renovating it internally under the guidance of an architect, I have used it as a storage and display area for the artworks my wife created as a professional artist, where they can be viewed by prospective purchasers and dealers by appointment. She died a bit over four years ago, but such use of the unit by me has continued. It is a use which is subtly enhanced by the pleasantly preserved old-fashioned ambience of the Docklands Cotton Mills subdivision. For most of that time I have also been on the Committee of the Owners Corporation for the subdivision. The Committee members have devoted thousands of hours to safeguarding and improving the heritage-listed fabric and environment of Docklands Cotton Mills. To our knowledge, many of the lot owners have incurred substantial expenditure improving their units internally. Damage to the local community - the proposed new bridge beside Docklands Cotton Mills, carrying a large volume of heavy truck traffic, will have a devastating effect on Docklands Cotton Mills and the properties in the streets around it, due to the resultant continuous noise (including the noise of brakes being applied by trucks descending the sloped road), the spray/spreading of diesel particles damaging to health, and ugly visual intrusion. The real estate values of the subdivision units are likely to be drastically reduced.
- Pile driving for the freeway supports will damage large parts of the heritage listed Docklands Cotton Mills and its heritage registered chimney. The area from the Yarraville Portal northwards to the Docklands Cotton Mills area will replace green and peaceful river space with a concrete ghetto just right for all the nasty things which thrive in such areas - let's see, car theft and car burnings, drug selling, prostitution, continual graffiti and all the other filth that under freeway areas attract. The bridge will be within 400 metres from a proven hazardous high risk location in the port of Melbourne. Currently residential occupation of the Docklands Cotton Mills is banned as we are within one kilometre of the same location. Schools cannot be within 1.5 kilometres of such an area.
- As admitted by your expert staff at your open days air quality will collapse as this is ostensibly a heavy vehicle route designed for diesel powered triple bogey vehicles which are too heavy for even the West Gate Bridge. Diesel fumes, with their minute soot particles, will shower down on the Docklands Cotton Mills 24 hours a day.

Because of the design of the Docklands Cotton Mills most premises operate on windows open basis all year round. Little or no air-conditioning exists here. How could we operate without closed windows with the soot from the concept planned western distributor raining down? The Docklands Cotton Mills in some parts is 100 years old and as such do not have the sound and temperature characteristics require to insulate against catastrophic increase in sound level developed by the 24 hour cycle of vehicles that Transurban envisage will use this freeway. It is located just four metres from the Docklands Cotton Mills south eastern extremity and, as your staff so carefully explained, there is nothing preventing you from building a freeway this close to a commercial space. What are you thinking? Many people work here for sixteen hours or more per day and yet this seems not to count. Working, in what is now a quiet space, will be no longer possible with the sound of truck engine compression brakes as they slow to enter the port or accelerate up a steep ramp to leave the port fully laden. No sound tube, just a little sound deflection wall for the poor fools at the Docklands Cotton Mills. The Docklands Cotton Mills owners along Maribyrnong Street and the residents of Yarraville, Seddon and Footscray have unparalleled views of the City, Docks and the River which are going to be blocked by a hideous triple bridge built by Transurban. It is not like the existing CityLink built over a railway and ugly unused swamp lands. This is being built in used areas which contribute to the life of our city. The dredging for the river supports for the three bridges will raise incredibly nasty pollution deposited over the last 100 years, especially when the river was the Yarra River, and this will mean extraordinary pollution drifting into our Port Phillip Bay.

### Concerns – air quality

- The traffic on the bridge will give rise to noise and smoke pollution which will impact on an area that once was industrial but is now evolving to be a visually attractive precinct. The presence of a bridge will reverse that evolution.
- I am a property owner at the Docklands Cotton Mills for the last 16 years. My concern is the exit of the tunnels going right past my building. This will create noise pollution for 24 hours a day, 7 days a week. The exit will spew diesel soot and micro air borne particles right next to my workplace exposing myself and workers to excessive amounts of pollution. This would most likely exceed the EPA's recommended exposure levels.
- I'm heavily invested in property and run businesses at the Cotton Mills. This is a very rare and historically significant business, arts and creative precinct. Since the mill moved its operations to Francis street in the 70's the old buildings have housed artisans, famed Melbourne artists, film and TV and performance artists and studios, fashion, design, construction. It's been the backdrop for dozens of feature and short films and TV shows. The home of Melbourne's underground rave scene in the 90's Global Village, Every picture tells a story. Three separate internationally acclaimed fine artists have space here. Your proposed road and bridge will significantly alter our ability to conduct business and life. Your bridge and traffic will make noise unbearable and air quality toxic. Why should those who choose to invest in commercial property be considered inconsequential relative to residential investors? Why do you allow us no rights? We are people too. We are people that spend a greater amount of time at work than at home. Your road and traffic vibration will seriously damage our very bricks and mortar, our historic chimney and our opportunity to conduct business. It's unAustralian to restrict a person's ability to conduct business.
- The proximity to the DCM, more than 70 business and 100s of workers, I have concerns about the heritage buildings of DCM including the shot tower being damaged by construction vibration and ensuing pollution. The angle of the main overshadowing bridge maximises the area of the river permanently destroyed and the loss of amenity in the area. Noise, the proposed 20000 vehicles accelerating up out of the tunnel must be disruptive to businesses in the DCM even if noise barriers are erected they would substantially add to the effective height of the structure. Pollution, I am concerned about toxic particulate matter settling in the laneways "canal" within the DCM and not being flushed out. Destruction of local heritage. The DCM site has housed prominent local business since 1875, was one of Footscray's largest employers during ww2, the 1939 riverside building is a standout, the wharf precinct has been restored and landscaped because of its significance. Billy Button Creek was Footscray's first fresh water source and any potential to preserve and beautify it is lost, the bridge will overshadow or destroy this, and the remnants of Footscray's powder magazine. Loss of parking spaces, affecting workers and customers to local businesses. Loss of property value. Loss of views of the docks and the city which locals and visitors to the riverside will never get back. Loss of ability to conduct peaceful business in this creative versatile precinct, with consequent loss of value in businesses and property.
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## Concerns – noise

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### Improvement idea

- We strongly recommend that you carefully review the impact of the proposed bridge and make plans that are consistent with the long term future for this area.
- There were plans 10 years ago where the tunnel exits on the other side of the river. There was no opposition to that plan and that was a positive step forward to solving Melbourne's transport needs. You need to re-look into that option as the design you have now doesn't meet the community, environmental and health standards for the residents of the inner west. If you are to proceed with the overpass concept over the river I would like to discuss compensation matters prior to commencement.
- Every great City which has built a raised freeway along its major waterways has regretted it. Sydney CBD and its Cahill Expressway monstrosity, Brisbane and its awful Pacific Motorway and Seattle's concrete catastrophe to name a few. Actually Seattle is removing theirs and replacing them with tunnels. Solution? Build the whole freeway underground as it was planned a decade ago by another road and freeway builder. No pollution, no destruction of amenity both by sight and sound, no worries about explosions from the Melbourne Docks hazardous areas and the whole road will come up on existing government owned property in a safe area alongside Footscray Road. Even the removal of contaminated tunnel soil is relatively easy as was proven when CityLink was built below the Yarra at Burnley. In fact this simple action would enable a large increase of usable land for the Docks as access roads could be removed from that area. This also means that when the Melbourne docks are finally removed from central Melbourne the freeways will be in place to serve such a great area will not be the case if this cataclysmic contagion is built. Why not work with the residents and business owners of Yarraville, Seddon, Footscray and indeed Melbourne, instead of making enemies of them and the Government? Just build a terrific tunnel all the way and preserve our Maribyrnong River for greater things.
- Your bridge and road should be stuffed underground and pop up somewhere in PoM land. They're the ones looking to sell/tenant their asset. Let them pay and develop their own asset for their forthcoming sale.
- With this in mind it would seem that a risk analysis has not been carried out for this freeway as if there is an accident, such as a previous fire or an explosion in the port it could stop all traffic on the bridges. How would a director of Transurban Ltd like it if the headlines read Children immolated in bus on school excursion whilst stuck on the Transurban Citylink whilst driving past a facility that should not have allowed it in the first place? Of course you could remove the hazardous location but then the Docklands Cotton Mills could be redesignated as Residential so you would not be allowed to build your freeway near the Docklands Cotton Mills anyway.
- Failure to properly consider a tunnel alternative: Building bridges as proposed will end any practical possibility of further development of the Maribyrnong River banks as a precinct for public enjoyment. It will be tragic if such a decision is made without adequate and up-to-date investigation of the feasibility of achieving the necessary river crossing by means of a tunnel, which would leave that possibility open for the future. The bridges will degrade the area into a wasteland. I have read some of the comments to you by others from Docklands Cotton Mills and its surrounds referring to the possibility of such a tunnel rising near Footscray Road. They have pointed out that some of the information on which you have been relying to dismiss that idea, such as concerns over soil contamination and disposal, is mistaken or out of date. The tunnel extension option must be fully investigated based on accurate information, before any decision is made.
- We would expect that any road widening of Simcock Ave would be confined to the existing dimensions of the road, because we utilize the full width of our block between Simcock Ave and Hudson Road. We also believe that any use of Simcock Ave would require significant alteration and re-alignment to the Douglas Parade/Hyde street access with installation of full traffic lights. O-I would be keen to be involved in any further discussions and considerations that may impact on the safe and continued use of our site.
- As avid users of Yarraville Gardens, local residents also request that the northern portal location is as far east and north as possible. Any direct impact to Yarraville Gardens from this project will not be accepted by the community.

