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Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

The Secretary
NSW Department of Planning and Environment
GPO Box 39, Sydney NSW 2001

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and the entire WestConnex of which this is a part. In particular, I strongly object to:

- A lack of transparency and accountability in this massive tollway project for which the cost is currently escalating at the rate of \$2 billion a year.
- Billions of dollars of construction contracts being let before this EIS was even lodged.
- A failure to consider negative impacts of the whole project including costs to human health and biodiversity while relying on unproven unplanned positive benefits for the whole project.
- The enormous amounts of extra traffic that will be dumped by WestConnex into suburbs across inner, western and south-western Sydney. Even the Westconnex's own EIS shows that the project will increase traffic on local roads as people avoid expensive tolls.
- AECOM being paid \$13 million of public money to do this EIS when it has a poor history of traffic modelling and a strong conflict of interest due to its commercial interests in the project.
- The negative impact extra traffic will have on the thriving retail precinct of Newtown including King Street, leaving it open to be declared a clearway, and on the quality of life of residents living in or close to local roads such as Edgeware and Euston and Campbell.
- An inadequate air quality study that has similar flaws to the M4 EIS study that has already been criticised by the NSW EPA and Health Department; and the plan to build unfiltered ventilation stacks. Dangerous air pollution increases risks of cancer and respiratory illness.
- Westconnex's failure to assess correctly and handle responsibly the asbestos that is already impacting on communities in St Peters, Granville and Erskine Park. On this record, its contamination analysis and proposals for the New M5 should not be accepted at face value.
- A failure to consult genuinely with the community, including a complete failure to consult with businesses in Newtown, St Peters, Enmore and Alexandria.
- A failure seriously to analyse alternatives to WestConnex in this EIS, including public transport and other options that would be a better use of \$16.8 billion.
- A failure to seriously consider the long term impact of Westconnex on carbon emissions.
- Destruction of scores of hectares of parks, trees, gardens and other green spaces across the entire Westconnex project, including critically endangered fragments of bush near Wolli Creek valley.
- Years of construction impacts including dust and noise on communities including schools.
- The wholesale destruction of valued heritage building and precincts.
- The inadequate and unprofessional analysis of the threat posed by the New M5 to the endangered Green and Golden Bell Frogs at Kogarah Golf Club, which are unlikely to survive the tollway's construction and operation.
- The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines. This study should be immediately rejected by the Department of Planning as failing to meet basic requirements.
- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has already caused to many people.
- The monstrous St Peters Interchange from will slice off section of valuable parkland and pour traffic onto roads surrounding Sydney Park, a key regional park for Inner West residents.

I expect you to publish this submission alongside my name and suburb in accordance with the undertaking published on the Planning Department website

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