

Ana Williams
26 Hirst St, Arncliffe 2205

28 January 2016

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

Dear Sir/Madam,

Re: WestConnex New M5 EIS, project number SSI 14_6788

I **object** to the **WestConnex New M5** for the following reasons:

DESTRUCTION OF BIODIVERSITY

I object to removal of most of the Critically Endangered Cooks River Ironbark forest at Kingsgrove, to the destruction of the habitat of the Vulnerable Green and Golden Bell Frog population at Arncliffe, and to the removal of the trees that provide food for the Vulnerable Grey-headed Flying-fox, which has a camp of substantial size in the Wolli Creek Valley. The construction of a massive new road must not come at the expense of our bushland; our flora and our fauna.

DEGRADATION OF RECREATIONAL GREEN SPACES

I object to the loss of green recreational spaces at Kingsgrove, Bexley North, Kogarah Golf Course at Arncliffe, and at St Peters. As the density of Sydney increases and the associated urban heat island effect intensifies, our green spaces must be increased and enhanced, not decreased and degraded.

TRAFFIC IMPACTS ON LOCAL ROADS

I object to the increased traffic the NewM5 will bring to local roads. When complete, King Georges, Stoney Creek, Canterbury, Forest and Moorefields Rds. will carry increased traffic as motorists avoid the new tolls. These roads, already carrying numerous diesel-fuelled dangerous goods vehicles, will not cope with additional traffic, posing dangers for all using such local roads, in particular school children.

TRAFFIC MODELLING

I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so that independent traffic planners can test its results.

URBAN DESIGN

I object to the building of new roads without considering the effects these roads will have on our urban environment. Where will all the new vehicles be parked when they get from the suburbs to the centres? By 2031, the New M5 is predicted to accommodate 81,500 vehicles per day, which will require lots of new carparks to be built on land in our city centres.

AIR QUALITY

I object to the three new unfiltered, emissions stacks proposed for Kingsgrove, Arncliffe and St Peters. These will negatively affect air quality in all surrounding suburbs. This is compounded for the densely populated suburbs of Wolli Creek and Arncliffe, which are already affected by the unfiltered M5 stack at Turrella; they will now also be affected by the new stack on the Kogarah Golf Course at Arncliffe. The planners of the road admit that any new developments proposed after the stacks are built will need to carefully assess where the exhaust pollutants are going because they do not know. More and more of these pollutants are diesel particles which in 2012, were upgraded by the World Health Organisation to the highest cancer warning level because they are particularly dangerous for the lungs of growing children.

POOR ANALYSIS OF ALTERNATIVES

I object to the bias of the project objectives towards road infrastructure, and the exclusion of other potential solutions such as demand management or public transport infrastructure. The EIS confirms that the project will have significant societal, environmental and economic impacts and these could be avoided by pursuing other approaches. Sydney's population is forecast to increase but increasing private vehicle usage is not a sustainable solution to support this population growth.

Yours sincerely,
Ana Williams

NOTE: I have not donated more than \$1,000 to a political party in the current financial year. I confirm that my name and suburb but not my full address nor email address can be published on the Major Project website where all submissions will be published.