
From: Kate Hollingsworth
Sent: Wednesday, 27 January 2016 10:46 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project for many many reasons. These include:

Impact on innerwest suburbs and their roads which are already too congested.

The loss of green space at Sydney park and the impact on the native fauna living there.

The shortsightedness of building new roads that will just become as gridlocked as our current motorways. Look at the M5 at peak hour! Sure the roads will be wider and maybe traffic will flow better for a while, but this won't last. Just look at the freeways in other cities around the world. Eg. Los Angeles.

Impact on neighbourhoods and residential areas, that will be affected by Westconnex being built.

The fact that the EIS shows there will be numerous detrimental effects if Westconnex is built.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic for thousands of residents and workers, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

I strongly object to the fact that AECOM, which has a record of failed traffic modeling, has been paid \$13 million of taxpayer money to complete this EIS even though it has been awarded other WestConnex contracts that depend on

the project going ahead. This is an utterly unacceptable conflict of interest. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modeling, and should be rejected on this basis alone.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

It is quite clear that this project will provide no solution to traffic congestion, as the EIS shows that several intersections across the project route will remain at Level of Service F (i.e. the worst possible level, and the one that is indicative of system failure) after the project.

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was done beyond a very narrowly defined area – as little as two intersections past the end of the project.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not accounted for in this EIS. This is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

The EIS does however clearly demonstrate that traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands. According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it, because the streets around it are already at capacity. Traffic on Stoney Creek Road was forecast to increase by 74%, with a total of 2280 big truck movements a day — three times more than now.

Meanwhile, this EIS projects that the existing M5 and New M5 combined will take less traffic now than the Cross City Tunnel, which was a financial disaster. This is because the proponents know commuters will be unwilling to pay \$6 each way to use either of these toll roads. The assumptions behind the EIS's prediction that drivers will somehow decide to start paying this toll years after the toll road opens are not explained, and this has not been the experience with other recent toll road failures, including the aforementioned Cross City Tunnel.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities would be taking place. This includes communities in Arncliffe, Kingsgrove, Beverly Hills, St Peters and Alexandria. These health risks are rated as HIGH for all areas. Mitigation is recommended, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval – and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this.

The suggestion that tunneling activities would need to be conducted 24 hours per day, seven days a week – including associated activities such as spoil handling and haulage – is not justified. These activities would also cause vibration and damage to homes. In some cases, tunnels and tunneling would take place around 20m below people's homes. This is not acceptable, particularly given the collapse of buildings that took place during the Lane Cove Tunnel's construction, and the legal action residents above Brisbane's Airport Link are now being forced to take after experiencing property damage.

The air quality study shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to surface roads and unfiltered ventilation stacks. I am particularly concerned about residents on hills and in high buildings in Kingsgrove, St Peters, Arncliffe and Alexandria, who are likely to be subjected to very high levels of these pollutants.

Scientific experts agree there is no safe level of fine particle pollution. Rather than aiming to shift dangerous pollution from area to another, the government should be finding cleaner transport solutions that do not leave residents living beside polluted roads or unfiltered pollution stacks – no matter where they live.

The analysis of alternatives to WestConnex provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. A combination of demand management of traffic and new public transport projects, especially for western Sydney, should have been explored. This is just one of many potential alternatives that could have provided more effective, sustainable and cost-effective ways of easing congestion that AECOM has failed to analyse.

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The project will cause immense social harm. It will destroy long-established communities. It will cause an increase in air pollution-related deaths and illnesses. The increase in air pollution will inhibit lung and nervous system development in children. There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction. Such alternatives are barely mentioned in this EIS and have certainly not been analysed as required by the project SEARs.

The project's proponents have misled the public about its plan to take 14,000 hectares of Sydney Park. For months it said it would only take 8,000 hectares, leaving it until the EIS was lodged to inform the Council that it planned to forcibly acquire the rest. This will diminish the enjoyment of the park in many ways. Peaceful paths, exercise equipment, children's play areas and sporting grounds, and more will all be adjacent to a major highway. This is completely unacceptable.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the M5 East would be destroyed for these projects. Some of these, such as the endangered flora and fauna, were species that the RMS was legally obliged to maintain and protect as part of

construction for the M5 East. Others, such as the M5 Linear Park and trees lining the noise walls, are spaces the local community has built up over many years after their community was carved up the M5 East. For all of this to be swept aside for this toll road is not only unacceptable – it is undemocratic and a grave violation of the government’s environmental and legal responsibilities.

The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. The entire WestConnex, including this project, has been characterised by poor governance, and a complete lack of transparency and accountability. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people’s lives for many years to come.

This project will see roads expanded to within five metres of residents’ homes, which is outrageous. I am aware that in cases in St Peters and Alexandria, it is within two metres of family homes. This is absolutely unacceptable.

I strongly object to compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on communities is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government was told three years ago was deeply unfair to people whose properties were being forcibly acquired. It is clear from the number of home and business owners who have had their properties seriously undervalued by the RMS that such changes were not implemented, and in fact the government appears to have become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex. Valuable heritage buildings in St Peters will also be destroyed and/or left marooned and surrounded by tollway.

There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

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Yours sincerely,

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Sent: Wednesday, 27 January 2016 10:40 AM
To: DPE CSE Information Planning Mailbox
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Yours sincerely,

Karon McDopnell

[REDACTED]

From: [REDACTED] >
Sent: Wednesday, 27 January 2016 10:32 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS
Categories: Follow-up, Assessment Panel

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To: DPE CSE Information Planning Mailbox
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Categories: Follow-up, Assessment Panel

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Yours sincerely,

Leigh Welsh

[REDACTED]

From: Robyn Gill >
Sent: Wednesday, 27 January 2016 10:21 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

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I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

As a frequent visitor to this special part of Sydney I am appalled that it would be USED in the way projected by this plan to comfort some travellers at the great expense of others who support its special and valued qualities - both historic and newly vibrant. More cars and trucks entering the city are not a solution to any problem.

Yours sincerely,

Robyn Gill

■■■■ ■■■ ■■■ ■■■

From: Anna Fraser >
Sent: Wednesday, 27 January 2016 10:10 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Anna Fraser

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Sent: Wednesday, 27 January 2016 10:10 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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Yours sincerely,

Thea Manie

[REDACTED]

From: [REDACTED] >
Sent: Wednesday, 27 January 2016 10:04 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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I strongly object to the fact that AECOM, which has a record of failed traffic modeling, has been paid \$13 million of taxpayer money to complete this EIS even though it has been awarded other WestConnex contracts that depend on the project going ahead. This is an utterly unacceptable conflict of interest. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modeling, and should be rejected on this basis alone.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

It is quite clear that this project will provide no solution to traffic congestion, as the EIS shows that several intersections across the project route will remain at Level of Service F (i.e. the worst possible level, and the one that is indicative of system failure) after the project.

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was done beyond a very narrowly defined area – as little as two intersections past the end of the project.

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Yours sincerely,

[REDACTED]

[REDACTED]

From: Nicole Glavan >
Sent: Wednesday, 27 January 2016 10:03 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Nicole Glavan

[REDACTED]

From: Anthony Mortimer
Sent: Wednesday, 27 January 2016 10:00 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

[REDACTED]

From: Lauren Liniere >
Sent: Wednesday, 27 January 2016 9:59 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

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This project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

I strongly object to the fact that AECOM, which has a record of failed traffic modeling, has been paid \$13 million of taxpayer money to complete this EIS even though it has been awarded other WestConnex contracts that depend on the project going ahead. This is an utterly unacceptable conflict of interest. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modeling, and should be rejected on this basis alone.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

It is quite clear that this project will provide no solution to traffic congestion, as the EIS shows that several intersections across the project route will remain at Level of Service F (i.e. the worst possible level, and the one that is indicative of system failure) after the project.

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was done beyond a very narrowly defined area – as little as two intersections past the end of the project.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not accounted for in this EIS. This is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

The EIS does however clearly demonstrate that traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands. According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it, because the streets around it are already at capacity. Traffic on Stoney Creek Road was forecast to increase by 74%, with a total of 2280 big truck movements a day — three times more than now.

Meanwhile, this EIS projects that the existing M5 and New M5 combined will take less traffic now than the Cross City Tunnel, which was a financial disaster. This is because the proponents know commuters will be unwilling to pay \$6 each way to use either of these toll roads. The assumptions behind the EIS's prediction that drivers will somehow decide to start paying this toll years after the toll road opens are not explained, and this has not been the experience with other recent toll road failures, including the aforementioned Cross City Tunnel.

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Scientific experts agree there is no safe level of fine particle pollution. Rather than aiming to shift dangerous pollution from area to another, the government should be finding cleaner transport solutions that do not leave residents living beside polluted roads or unfiltered pollution stacks – no matter where they live.

The analysis of alternatives to WestConnex provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. A combination of demand management of traffic and new public transport projects, especially for western Sydney, should have been explored. This is just one of many potential alternatives that could have provided more effective, sustainable and cost-effective ways of easing congestion that AECOM has failed to analyse.

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The project will cause immense social harm. It will destroy long-established communities. It will cause an increase in air pollution-related deaths and illnesses. The increase in air pollution will inhibit lung and nervous system development in children. There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction. Such alternatives are barely mentioned in this EIS and have certainly not been analysed as required by the project SEARs.

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Yours sincerely,

Lauren Liniere

From: Oliver Bown >
Sent: Wednesday, 27 January 2016 9:55 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

The WestConnex project is an outrage of the highest order. Above all it is completely unnecessary. What Sydney needs is massive extra investment in public transport, not roads. The Inner West severely lacks parks, and is already an inhospitable place due to the aircraft noise and pollution. The only sizeable park in the entire region, Sydney Park, is already flanked on one side by a giant road.

More generally, Sydney is completely out of step with other major cities approaches, which are shunning cars and focusing massively on public transport, walkability and cycle lanes.

One of the reasons I am no longer an Inner West resident was the lack of park space and over focus on motor transport solutions over public transport.

My experience of local planning management in Sydney is also that there is very little regard for community opinion. Decisions are made behind closed doors mostly with investors and developers and business leaders getting their opinions heard over local residents. This is an outrage, and places Australia closer to a third-world country in terms of respect for its citizens and democracy in planning.

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

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Yours sincerely,

Oliver Bown

[REDACTED]

From: Shane Sutton >
Sent: Wednesday, 27 January 2016 9:53 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Shane Sutton

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Sent: Wednesday, 27 January 2016 9:45 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

I strongly object to the fact that AECOM, which has a record of failed traffic modeling, has been paid \$13 million of taxpayer money to complete this EIS even though it has been awarded other WestConnex contracts that depend on the project going ahead. This is an utterly unacceptable conflict of interest. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modeling, and should be rejected on this basis alone.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

It is quite clear that this project will provide no solution to traffic congestion, as the EIS shows that several intersections across the project route will remain at Level of Service F (i.e. the worst possible level, and the one that is indicative of system failure) after the project.

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was done beyond a very narrowly defined area – as little as two intersections past the end of the project.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not accounted for in this EIS. This is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

The EIS does however clearly demonstrate that traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands. According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it, because the streets around it are already at capacity. Traffic on Stoney Creek Road was forecast to increase by 74%, with a total of 2280 big truck movements a day — three times more than now.

Meanwhile, this EIS projects that the existing M5 and New M5 combined will take less traffic now than the Cross City Tunnel, which was a financial disaster. This is because the proponents know commuters will be unwilling to pay \$6 each way to use either of these toll roads. The assumptions behind the EIS's prediction that drivers will somehow decide to start paying this toll years after the toll road opens are not explained, and this has not been the experience with other recent toll road failures, including the aforementioned Cross City Tunnel.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities would be taking place. This includes communities in Arncliffe, Kingsgrove, Beverly Hills, St Peters and Alexandria. These health risks are rated as HIGH for all areas. Mitigation is recommended, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval – and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this.

The suggestion that tunneling activities would need to be conducted 24 hours per day, seven days a week – including associated activities such as spoil handling and haulage – is not justified. These activities would also cause vibration and damage to homes. In some cases, tunnels and tunneling would take place around 20m below people's homes. This is not acceptable, particularly given the collapse of buildings that took place during the Lane Cove Tunnel's construction, and the legal action residents above Brisbane's Airport Link are now being forced to take after experiencing property damage.

The air quality study shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to surface roads and unfiltered ventilation stacks. I am particularly concerned about residents on hills and in high buildings in Kingsgrove, St Peters, Arncliffe and Alexandria, who are likely to be subjected to very high levels of these pollutants.

Scientific experts agree there is no safe level of fine particle pollution. Rather than aiming to shift dangerous pollution from area to another, the government should be finding cleaner transport solutions that do not leave residents living beside polluted roads or unfiltered pollution stacks – no matter where they live.

The analysis of alternatives to WestConnex provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. A combination of demand management of traffic and new public transport projects, especially for western Sydney, should have been explored. This is just one of many potential alternatives that could have provided more effective, sustainable and cost-effective ways of easing congestion that AECOM has failed to analyse.

The noise assessment shows that hundreds of homes will experience noise above acceptable levels. In fact the real impact is likely to be far worse than the results provided in this EIS, because noise monitoring was only done for one location at Beverly Hills and one in St Peters, where only 30% of results could be included. Such limited evidence provides the community with no confidence in the conclusions reached in this EIS. Independent experts have also reported that some of the tables are inaccurate in the noise report and are therefore not reliable.

The project will cause immense social harm. It will destroy long-established communities. It will cause an increase in air pollution-related deaths and illnesses. The increase in air pollution will inhibit lung and nervous system development in children. There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction. Such alternatives are barely mentioned in this EIS and have certainly not been analysed as required by the project SEARs.

The project's proponents have misled the public about its plan to take 14,000 hectares of Sydney Park. For months it said it would only take 8,000 hectares, leaving it until the EIS was lodged to inform the Council that it planned to forcibly acquire the rest. This will diminish the enjoyment of the park in many ways. Peaceful paths, exercise equipment, children's play areas and sporting grounds, and more will all be adjacent to a major highway. This is completely unacceptable.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the M5 East would be destroyed for these projects. Some of these, such as the endangered flora and fauna, were species that the RMS was legally obliged to maintain and protect as part of construction for the M5 East. Others, such as the M5 Linear Park and trees lining the noise walls, are spaces the local community has built up over many years after their community was carved up the M5 East. For all of this to be swept aside for this toll road is not only unacceptable – it is undemocratic and a grave violation of the government's environmental and legal responsibilities.

The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts

have been let, and construction works have occurred place before any planning approvals are granted for this project. The entire WestConnex, including this project, has been characterised by poor governance, and a complete lack of transparency and accountability. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

This project will see roads expanded to within five metres of residents' homes, which is outrageous. I am aware that in cases in St Peters and Alexandria, it is within two metres of family homes. This is absolutely unacceptable.

I strongly object to compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on communities is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government was told three years ago was deeply unfair to people whose properties were being forcibly acquired. It is clear from the number of home and business owners who have had their properties seriously undervalued by the RMS that such changes were not implemented, and in fact the government appears to have become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex. Valuable heritage buildings in St Peters will also be destroyed and/or left marooned and surrounded by tollway.

There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Elizabeth Goldrick

[REDACTED]

From: William Laws
Sent: Tuesday, 26 January 2016 2:16 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

WestConnex is now being built by a private company that does not even have to publish its contracts. This is unaccountable government at its worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks in Alexandria and St Peters

The proponent will not release the full assumptions on which its traffic modelling is based so that Councils and independent experts can test its predictions. This has implications for other key parts of the EIS that rely on these traffic figures, including the air quality, social and economic impact, and more.

The health affects of high levels of noise on local roads over a three year construction period have not been sufficiently assessed.

This EIS admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community can not accept this when the proponent itself (via its contractors) has failed to water the site during current asbestos removal, and has also failed to ensure this waste has been watered down at its destination sites in western Sydney.

It is not clear whether massive proposed increases in population in inner and south-west Sydney have been taken into account in traffic congestion predictions. The entire area along the project footprint will be subject to massive increases in density over the next few years. There is no indication that this EIS has taken any of this into account.

Construction traffic will continue throughout the night which will disturb the sleep of residents located along local road networks. However, this EIS does not outline what mitigation plans would be put in place for affected residents.

The business case that was finally released by the government has so many redactions that it can not be interpreted by independent analysts. It should go without saying that a project costing almost \$17 billion, much of it funded by taxpayers, should be transparent.

I support a massive injection of funds into public transport for the Western suburbs rather than a legacy of unaffordable tolls. If \$16.8 billion was spent on public transport and effective road management, a toll road project like WestConnex be even less necessary than it is now.

There is NO safe level of fine particle exposure. Through this project and the entire WestConnex of which it is part, the NSW Government is consciously building a project that it knows will worsen already high levels of pollution in parts of the inner west and south-west Sydney. It is not acceptable for a government to jeopardise the health and safety of its citizens in this way.

The positive case for the full WestConnex rests on a pie in the sky plans that are not funded or designed. What will happen if these plans never come to fruition? The probability that these extra projects will either never be built or will remain unbuilt for many years to come is a very real one, yet this EIS fails to consider the impact of this on the areas surrounding the New M5, which would be left to cope with a crippling amount of traffic.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the WestConnex will not meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. In many cases the modelling does not go further than 2 intersections past the end of the project, even in instances where 10 times the current number of cars are expected to flow onto roads past that point. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

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

Thousands of diesel trucks will carry spoil at all times, including peak times, leading to great disruption of local and regional road networks. I object to thousands of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.

I object to removal of most of critically endangered Cooks River Castlereagh Iron Bark Forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.

I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

Whole communities along the route will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

William Laws

Sydney NSW 2040, Australia

From: Glen Cracknell >
Sent: Tuesday, 26 January 2016 2:12 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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Glen Cracknell

Sydney NSW 2044, Australia

From: Brett Thomas :)
Sent: Tuesday, 26 January 2016 2:10 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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There is NO safe level of fine particle exposure. Through this project and the entire WestConnex of which it is part, the NSW Government is consciously building a project that it knows will worsen already high levels of pollution in parts of the inner west and south-west Sydney. It is not acceptable for a government to jeopardise the health and safety of its citizens in this way.

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When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

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Yours sincerely,

Brett Thomas

Sydney NSW 2205, Australia

From: Glenys Davey : >
Sent: Tuesday, 26 January 2016 1:55 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

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Yours sincerely,

Glenys Davey

Sydney NSW 2094, Australia

From: Natalie Niamh Wright >
Sent: Tuesday, 26 January 2016 1:46 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Natalie Niamh Wright

Sydney NSW 2049, Australia

From: Jo Hobson >
Sent: Tuesday, 26 January 2016 1:35 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

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The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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Yours sincerely,

Jo Hobson

From: Ngaire Worboys :)
Sent: Tuesday, 26 January 2016 1:26 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

This is an excellent project that, if built, will succeed. It will not succeed in meeting the stated objectives - THERE IS NO EVIDENCE that it will, but it will succeed in meeting its true objective which is to take BILLIONS \$\$\$ from the public purse to line the pockets of a few, already exceedingly wealthy people.

If you are not one of these people, why are you helping facilitate this robbery? Every person who is "just doing their job" is helping kill a city and the communities and people that are part of it. Real people will really die. They will die because, firstly, the billions spent on this project will not go to public health and welfare where it is needed. Secondly, emissions from the thousands of extra vehicles brought into highly populated areas will cause respiratory and cardiovascular disease, in some cases leading to death.

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

WestConnex is now being built by a private company that does not even have to publish its contracts. This is unaccountable government at its worst.

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The health affects of high levels of noise on local roads over a three year construction period have not been sufficiently assessed.

This EIS admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community can not accept this when the proponent itself (via its contractors) has failed to water the site during current asbestos removal, and has also failed to ensure this waste has been watered down at its destination sites in western Sydney.

It is not clear whether massive proposed increases in population in inner and south-west Sydney have been taken into account in traffic congestion predictions. The entire area along the project footprint will be subject to massive increases in density over the next few years. There is no indication that this EIS has taken any of this into account.

Construction traffic will continue throughout the night which will disturb the sleep of residents located along local road networks. However, this EIS does not outline what mitigation plans would be put in place for affected residents.

The business case that was finally released by the government has so many redactions that it can not be interpreted by independent analysts. It should go without saying that a project costing almost \$17 billion, much of it funded by taxpayers, should be transparent.

I support a massive injection of funds into public transport for the Western suburbs rather than a legacy of unaffordable tolls. If \$16.8 billion was spent on public transport and effective road management, a toll road project like WestConnex be even less necessary than it is now.

There is NO safe level of fine particle exposure. Through this project and the entire WestConnex of which it is part, the NSW Government is consciously building a project that it knows will worsen already high levels of pollution in parts of the inner west and south-west Sydney. It is not acceptable for a government to jeopardise the health and safety of its citizens in this way.

The positive case for the full WestConnex rests on a pie in the sky plans that are not funded or designed. What will happen if these plans never come to fruition? The probability that these extra projects will either never be built or will remain unbuilt for many years to come is a very real one, yet this EIS fails to consider the impact of this on the areas surrounding the New M5, which would be left to cope with a crippling amount of traffic.

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Yours sincerely,

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Sydney NSW 2044, Australia

From: Linda Fryer >
Sent: Tuesday, 26 January 2016 1:19 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Sydney NSW 2043, Australia

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Yours sincerely,

Eleanor Middenway

Sydney NSW 2044, Australia

From: Kate Chapley < >
Sent: Tuesday, 26 January 2016 1:03 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS
Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

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It is not clear whether massive proposed increases in population in inner and south-west Sydney have been taken into account in traffic congestion predictions. The entire area along the project footprint will be subject to massive increases in density over the next few years. There is no indication that this EIS has taken any of this into account.

Construction traffic will continue throughout the night which will disturb the sleep of residents located along local road networks. However, this EIS does not outline what mitigation plans would be put in place for affected residents.

The business case that was finally released by the government has so many redactions that it can not be interpreted by independent analysts. It should go without saying that a project costing almost \$17 billion, much of it funded by taxpayers, should be transparent.

I support a massive injection of funds into public transport for the Western suburbs rather than a legacy of unaffordable tolls. If \$16.8 billion was spent on public transport and effective road management, a toll road project like WestConnex be even less necessary than it is now.

There is NO safe level of fine particle exposure. Through this project and the entire WestConnex of which it is part, the NSW Government is consciously building a project that it knows will worsen already high levels of pollution in parts of the inner west and south-west Sydney. It is not acceptable for a government to jeopardise the health and safety of its citizens in this way.

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When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

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Kate Chapley

Australia

From: Sharon Bryant >
Sent: Tuesday, 26 January 2016 1:00 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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Yours sincerely,

Sharon Bryant

Forest Lodge NSW 2037, Australia

From: Keeli Madd >
Sent: Tuesday, 26 January 2016 1:00 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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Sydney NSW 2043, Australia

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Construction traffic will continue throughout the night which will disturb the sleep of residents located along local road networks. However, this EIS does not outline what mitigation plans would be put in place for affected residents.

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The positive case for the full WestConnex rests on a pie in the sky plans that are not funded or designed. What will happen if these plans never come to fruition? The probability that these extra projects will either never be built or will remain unbuilt for many years to come is a very real one, yet this EIS fails to consider the impact of this on the areas surrounding the New M5, which would be left to cope with a crippling amount of traffic.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the WestConnex will not meet its goals. It should be rejected on that basis alone.

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I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

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The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

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The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

Alternate means of traffic reduction have not been considered, such as providing a Sydney wide network of cycle roads, fast efficient and at grade - not paths or lanes or shared paths or shared bus lanes. This is a cheaper option that would reducing pressure on existing roads by providing a meaningful alternative to private motorised transport with spin off benefits to health, wealth and wellbeing - a net benefit to the public purse.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Gilbert Grace

Sydney NSW 2043, Australia

From: Bart Haddock >
Sent: Tuesday, 26 January 2016 12:52 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Bart Haddock

Sydney NSW 2048, Australia

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Sent: Tuesday, 26 January 2016 12:12 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Sydney NSW 2044, Australia

From: Emily Peters >
Sent: Tuesday, 26 January 2016 12:10 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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Construction traffic will continue throughout the night which will disturb the sleep of residents located along local road networks. However, this EIS does not outline what mitigation plans would be put in place for affected residents.

The business case that was finally released by the government has so many redactions that it can not be interpreted by independent analysts. It should go without saying that a project costing almost \$17 billion, much of it funded by taxpayers, should be transparent.

I support a massive injection of funds into public transport for the Western suburbs rather than a legacy of unaffordable tolls. If \$16.8 billion was spent on public transport and effective road management, a toll road project like WestConnex be even less necessary than it is now.

There is NO safe level of fine particle exposure. Through this project and the entire WestConnex of which it is part, the NSW Government is consciously building a project that it knows will worsen already high levels of pollution in parts of the inner west and south-west Sydney. It is not acceptable for a government to jeopardise the health and safety of its citizens in this way.

The positive case for the full WestConnex rests on a pie in the sky plans that are not funded or designed. What will happen if these plans never come to fruition? The probability that these extra projects will either never be built or will remain unbuilt for many years to come is a very real one, yet this EIS fails to consider the impact of this on the areas surrounding the New M5, which would be left to cope with a crippling amount of traffic.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the WestConnex will not meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. In many cases the modelling does not go further than 2 intersections past the end of the project, even in instances where 10 times the current number of cars are expected to flow onto roads past that point. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

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

Thousands of diesel trucks will carry spoil at all times, including peak times, leading to great disruption of local and regional road networks. I object to thousands of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.

I object to removal of most of critically endangered Cooks River Castlereagh Iron Bark Forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.

I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

Whole communities along the route will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Emily Peters

Sydney NSW 2040, Australia

From: Serena Pinzin >
Sent: Tuesday, 26 January 2016 12:07 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

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The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

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Yours sincerely,

Serena Pinzin

Sydney NSW 2042, Australia

From: Matthew Glen >
Sent: Tuesday, 26 January 2016 12:00 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

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 independent traffic planners can test its results.

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

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.

I object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.

I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

I object to a consultation period being held during January when schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

A whole community at St Peters will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

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Yours sincerely,

Matthew Glen

Sydney NSW 2048, Australia

From: [REDACTED]
Sent: Tuesday, 26 January 2016 11:58 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

WestConnex is now being built by a private company that does not even have to publish its contracts. This is unaccountable government at its worst.

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Construction traffic will continue throughout the night which will disturb the sleep of residents located along local road networks. However, this EIS does not outline what mitigation plans would be put in place for affected residents.

The business case that was finally released by the government has so many redactions that it can not be interpreted by independent analysts. It should go without saying that a project costing almost \$17 billion, much of it funded by taxpayers, should be transparent.

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The positive case for the full WestConnex rests on a pie in the sky plans that are not funded or designed. What will happen if these plans never come to fruition? The probability that these extra projects will either never be built or will remain unbuilt for many years to come is a very real one, yet this EIS fails to consider the impact of this on the areas surrounding the New M5, which would be left to cope with a crippling amount of traffic.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

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I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

Whole communities along the route will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

A black rectangular box redacting the signature of the author.

Sydney NSW 2042, Australia

From: [REDACTED]
Sent: Wednesday, 27 January 2016 11:29 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic for thousands of residents and workers, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

I strongly object to the fact that AECOM, which has a record of failed traffic modeling, has been paid \$13 million of taxpayer money to complete this EIS even though it has been awarded other WestConnex contracts that depend on the project going ahead. This is an utterly unacceptable conflict of interest. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modeling, and should be rejected on this basis alone.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

It is quite clear that this project will provide no solution to traffic congestion, as the EIS shows that several intersections across the project route will remain at Level of Service F (i.e. the worst possible level, and the one that is indicative of system failure) after the project.

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was done beyond a very narrowly defined area – as little as two intersections past the end of the project.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not accounted for in this EIS. This is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

The EIS does however clearly demonstrate that traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands. According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it, because the streets around it are already at capacity. Traffic on Stoney Creek Road was forecast to increase by 74%, with a total of 2280 big truck movements a day — three times more than now.

Meanwhile, this EIS projects that the existing M5 and New M5 combined will take less traffic now than the Cross City Tunnel, which was a financial disaster. This is because the proponents know commuters will be unwilling to pay \$6 each way to use either of these toll roads. The assumptions behind the EIS's prediction that drivers will somehow decide to start paying this toll years after the toll road opens are not explained, and this has not been the experience with other recent toll road failures, including the aforementioned Cross City Tunnel.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities would be taking place. This includes communities in Arncliffe, Kingsgrove, Beverly Hills, St Peters and Alexandria. These health risks are rated as HIGH for all areas. Mitigation is recommended, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval – and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this.

The suggestion that tunneling activities would need to be conducted 24 hours per day, seven days a week – including associated activities such as spoil handling and haulage – is not justified. These activities would also cause vibration and damage to homes. In some cases, tunnels and tunneling would take place around 20m below people's homes. This is not acceptable, particularly given the collapse of buildings that took place during the Lane Cove Tunnel's construction, and the legal action residents above Brisbane's Airport Link are now being forced to take after experiencing property damage.

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Scientific experts agree there is no safe level of fine particle pollution. Rather than aiming to shift dangerous pollution from area to another, the government should be finding cleaner transport solutions that do not leave residents living beside polluted roads or unfiltered pollution stacks – no matter where they live.

The analysis of alternatives to WestConnex provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. A combination of demand management of traffic and new public transport projects, especially for western Sydney, should have been explored. This is just one of many potential alternatives that could have provided more effective, sustainable and cost-effective ways of easing congestion that AECOM has failed to analyse.

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The project will cause immense social harm. It will destroy long-established communities. It will cause an increase in air pollution-related deaths and illnesses. The increase in air pollution will inhibit lung and nervous system development in children. There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction. Such alternatives are barely mentioned in this EIS and have certainly not been analysed as required by the project SEARs.

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I strongly object to compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on communities is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government was told three years ago was deeply unfair to people whose properties were being forcibly acquired. It is clear from the number of home and business owners who have had their properties seriously undervalued by the RMS that such changes were not implemented, and in fact the government appears to have become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex. Valuable heritage buildings in St Peters will also be destroyed and/or left marooned and surrounded by tollway.

There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

From: Matt Campora >
Sent: Wednesday, 27 January 2016 11:29 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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Matt Campora

[REDACTED]

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Sent: Wednesday, 27 January 2016 11:29 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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■■■■■■ ■■■■■ ■■■■■

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Categories: Follow-up, Assessment Panel

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Lisa Moore

[REDACTED]

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To: DPE CSE Information Planning Mailbox
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Categories: Follow-up, Assessment Panel

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To: DPE CSE Information Planning Mailbox
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Categories: Follow-up, Assessment Panel

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The suggestion that tunneling activities would need to be conducted 24 hours per day, seven days a week – including associated activities such as spoil handling and haulage – is not justified. These activities would also cause vibration and damage to homes. In some cases, tunnels and tunneling would take place around 20m below people's homes. This is not acceptable, particularly given the collapse of buildings that took place during the Lane Cove Tunnel's construction, and the legal action residents above Brisbane's Airport Link are now being forced to take after experiencing property damage.

The air quality study shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to surface roads and unfiltered ventilation stacks. I am particularly concerned about residents on hills and in high buildings in Kingsgrove, St Peters, Arncliffe and Alexandria, who are likely to be subjected to very high levels of these pollutants.

Scientific experts agree there is no safe level of fine particle pollution. Rather than aiming to shift dangerous pollution from area to another, the government should be finding cleaner transport solutions that do not leave residents living beside polluted roads or unfiltered pollution stacks – no matter where they live.

The analysis of alternatives to WestConnex provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. A combination of demand management of traffic and new public transport projects, especially for western Sydney, should have been explored. This is just one of many potential alternatives that could have provided more effective, sustainable and cost-effective ways of easing congestion that AECOM has failed to analyse.

The noise assessment shows that hundreds of homes will experience noise above acceptable levels. In fact the real impact is likely to be far worse than the results provided in this EIS, because noise monitoring was only done for one location at Beverly Hills and one in St Peters, where only 30% of results could be included. Such limited evidence provides the community with no confidence in the conclusions reached in this EIS. Independent experts have also reported that some of the tables are inaccurate in the noise report and are therefore not reliable.

The project will cause immense social harm. It will destroy long-established communities. It will cause an increase in air pollution-related deaths and illnesses. The increase in air pollution will inhibit lung and nervous system development in children. There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction. Such alternatives are barely mentioned in this EIS and have certainly not been analysed as required by the project SEARs.

The project's proponents have misled the public about its plan to take 14,000 hectares of Sydney Park. For months it said it would only take 8,000 hectares, leaving it until the EIS was lodged to inform the Council that it planned to forcibly acquire the rest. This will diminish the enjoyment of the park in many ways. Peaceful paths, exercise equipment, children's play areas and sporting grounds, and more will all be adjacent to a major highway. This is completely unacceptable.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the M5 East would be destroyed for these projects. Some of these, such as the endangered flora and fauna, were species that the RMS was legally obliged to maintain and protect as part of construction for the M5 East. Others, such as the M5 Linear Park and trees lining the noise walls, are spaces the local community has built up over many years after their community was carved up the M5 East. For all of this to be swept aside for this toll road is not only unacceptable – it is undemocratic and a grave violation of the government's environmental and legal responsibilities.

The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts

have been let, and construction works have occurred place before any planning approvals are granted for this project. The entire WestConnex, including this project, has been characterised by poor governance, and a complete lack of transparency and accountability. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

This project will see roads expanded to within five metres of residents' homes, which is outrageous. I am aware that in cases in St Peters and Alexandria, it is within two metres of family homes. This is absolutely unacceptable.

I strongly object to compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on communities is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government was told three years ago was deeply unfair to people whose properties were being forcibly acquired. It is clear from the number of home and business owners who have had their properties seriously undervalued by the RMS that such changes were not implemented, and in fact the government appears to have become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex. Valuable heritage buildings in St Peters will also be destroyed and/or left marooned and surrounded by tollway.

There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

From: Ben Schmiga >
Sent: Tuesday, 26 January 2016 10:14 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

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 independent traffic planners can test its results.

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

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.

I object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.

I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

I object to a consultation period being held during January when schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

A whole community at St Peters will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Ben Schmiga

Ermington NSW 2115, Australia

From: Philippa Runciman >
Sent: Tuesday, 26 January 2016 9:52 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

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I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

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Yours sincerely,

Philippa Runciman

Sydney NSW 2043, Australia

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From: [REDACTED] >
Sent: Tuesday, 26 January 2016 9:52 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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I object to the selection of tunnelling methods that may damage houses at the surface.

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From: Donna Robinson >
Sent: Tuesday, 26 January 2016 9:37 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS
Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

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Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Donna Robinson

Sydney NSW 2042, Australia

From: Jennifer Naughton >
Sent: Tuesday, 26 January 2016 9:32 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

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This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

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I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways or further widen roads are worthless.

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

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There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

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Yours sincerely,

Jennifer Naughton

Sydney NSW 2044, Australia

From: Catherine Keyzer < >
Sent: Tuesday, 26 January 2016 9:31 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Catherine Keyzer

Sydney NSW 2206, Australia

From: Eve Jary >
Sent: Tuesday, 26 January 2016 9:30 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

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Yours sincerely,

Eve Jary

From: Louise Newey >
Sent: Tuesday, 26 January 2016 9:22 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Louise Newey

Forest Lodge NSW 2037, Australia

From: Jason Border >
Sent: Tuesday, 26 January 2016 9:13 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

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 independent traffic planners can test its results.

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

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

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I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

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Yours sincerely,

Jason Border

Sydney NSW 2044, Australia

From: Janet Dandy-Ward >
Sent: Tuesday, 26 January 2016 9:08 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Janet Dandy-Ward

Sydney NSW 2044, Australia

From: Phil Webster >
Sent: Tuesday, 26 January 2016 8:56 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Phil Webster

From: [REDACTED] >
Sent: Tuesday, 26 January 2016 8:41 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS
Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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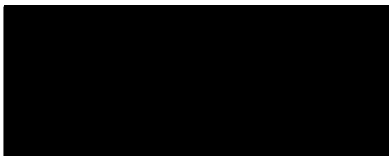
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Yours sincerely,

A large black rectangular box redacting the signature of the author.

From: M Quah >
Sent: Tuesday, 26 January 2016 8:29 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

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I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways or further widen roads are worthless.

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 independent traffic planners can test its results.

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

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I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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Yours sincerely,

M Quah

Sydney NSW 2234, Australia

From: Suzanne Berlandier < >
Sent: Tuesday, 26 January 2016 7:53 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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The whole project is environmentally disgraceful and will be a shameful legacy.

Yours sincerely,

Suzanne Berlandier

Sydney NSW 2015, Australia

From: Pua Williams >
Sent: Tuesday, 26 January 2016 7:40 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS
Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Pua Williams

Sydney NSW 2042, Australia

From: Vicki Forbes < >
Sent: Tuesday, 26 January 2016 7:38 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Vicki Forbes

Sydney NSW 2050, Australia

From: Robert Fielden Fielden >
Sent: Tuesday, 26 January 2016 6:25 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS
Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways or further widen roads are worthless.

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 independent traffic planners can test its results.

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

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.

I object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.

I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

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A whole community at St Peters will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

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I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

R Fielden

Sydney NSW 2042, Australia

From: Adele Luxford :)
Sent: Tuesday, 26 January 2016 6:24 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

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WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

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Yours sincerely,

Adele Luxford

Sydney NSW 2045, Australia

From: kate englebrecht :
Sent: Tuesday, 26 January 2016 5:16 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

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The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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Yours sincerely,

kate englebrecht

Sydney NSW 2088, Australia

From: Raylee Grima
Sent: Tuesday, 26 January 2016 3:54 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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Yours sincerely,

Raylee Grima

Sydney NSW 2148, Australia

From: Anna Cc >
Sent: Tuesday, 26 January 2016 2:35 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Anna Cc

Sydney NSW 2208, Australia

From: [REDACTED] >
Sent: Monday, 25 January 2016 11:09 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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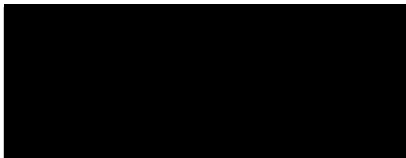
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Yours sincerely,

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From: Adam Doong >
Sent: Monday, 25 January 2016 11:59 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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Adam Doong

Darlinghurst NSW 2010, Australia

From: Greta Festinger < >
Sent: Monday, 25 January 2016 11:37 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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Sydney NSW 2015, Australia

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To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Amaru Jurado Derwent

From: Evan Cannan >
Sent: Monday, 25 January 2016 10:49 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

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 independent traffic planners can test its results.

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

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

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I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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Yours sincerely,

Evan Cannan

From: Manoa Thompson < >
Sent: Monday, 25 January 2016 10:45 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Manoa Thompson

Sydney NSW 2044, Australia

From: [REDACTED] >
Sent: Monday, 25 January 2016 10:41 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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From: [REDACTED] >
Sent: Monday, 25 January 2016 10:35 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

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From: Max Gatti >
Sent: Monday, 25 January 2016 10:19 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

The EIS relies on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).

The social and psychological impact of this project on affected areas has been assessed in an arrogant and substandard assessment way in this EIS. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

Residents whose homes and businesses are being forcibly acquired for this project are being offered below-market prices for their homes and businesses in a process that was identified three years ago as being deeply unfair to property owners, adding unnecessary added distress and trauma during an already stressful process. I also object to these acquisitions taking place before this EIS was lodged and any planning approval granted.

The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction has not been properly assessed. The cumulative impact of these should be added to the same problem with the M4 East.

This project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion rather than easing it.

The threat this project poses to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation, has been poorly analysed and severely underestimated in this EIS. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order justify risking one of two surviving colonies of these frogs in Sydney.

The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.

No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.

The air quality model used in this EIS hasn't been used in Australia before and cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.

This project will force residents of western and south-west Sydney being to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal. I expect that my submission will be published with my name and suburb on your website and that you will provide a written response to my objections.

Yours sincerely,

Max Gatti

Sydney NSW 2040, Australia

From: Anne Davey >
Sent: Monday, 25 January 2016 10:15 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

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Yours sincerely,

Anne Davey

Sydney NSW 2042, Australia

From: Warren O'Brien >
Sent: Monday, 25 January 2016 10:11 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Warren O'Brien

St Peters NSW 2044, Australia

From: [REDACTED] >
Sent: Monday, 25 January 2016 10:11 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

As someone who stands to lose my family home to this project, I have firsthand experience of many of issues with this project. More to the point, I have been deeply motivated to look into the project in depth, and the more I learn, the more convinced I am that this the wrong project at the wrong time for Sydney.

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

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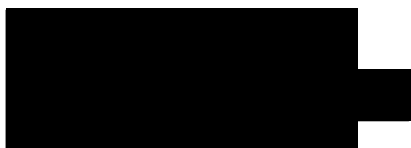
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Yours sincerely,

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From: Clare Derwent :
Sent: Monday, 25 January 2016 10:10 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

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Yours sincerely,

Clare Derwent

Sydney NSW 2042, Australia

From: Paul Vonwiller >
Sent: Monday, 25 January 2016 2:07 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities would take place. This includes communities in Arncliffe, Kingsgrove, Beverly Hills, St Peters and Alexandria. These health risks are rated as HIGH for all areas. Mitigation is recommended, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval – and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this.

It is alarming that costs for this taxpayer-funded project are blowing out at the rate of more than \$2 billion a year. When WestConnex was announced in 2012, it was one toll road with a price tag of \$10 billion; it is now a series of toll road projects that encompasses WestConnex and additional projects such as the Southern Extension and Sydney Gateway that will now cost \$16.8 billion. At this rate the final price tag will be well in excess of \$20 billion even before the cost of financing large loans, addressing its social, health and environmental impacts, and covering the (inevitable) shortfall in toll revenues is taken into account.

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

I object to a consultation period being held during January when schools are closed, residents are away, and many local government staff are on holidays. The consultation period should have been extended until March 2016.

A whole community at St Peters will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

The arrogant EIS social impact study dismisses the impact of the compulsory acquisitions that are forcing hundreds of people from their homes and businesses and fracturing long-standing communities in a few lines. This is unacceptable, particularly when residents are being offered below-market prices for their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms. Some of these roads will be less than 5m from people's homes, which is unacceptable.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways or further widen roads are worthless.

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 independent traffic planners can test its results.

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

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

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To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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Categories: Follow-up, Assessment Panel

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Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms. Some of these roads will be less than 5m from people's homes, which is unacceptable.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways or further widen roads are worthless.

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 independent traffic planners can test its results.

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

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected on that basis alone.

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I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

From: Grant Webster :
Sent: Tuesday, 26 January 2016 11:45 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

WestConnex is now being built by a private company that does not even have to publish its contracts. This is unaccountable government at its worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks in Alexandria and St Peters

The proponent will not release the full assumptions on which its traffic modelling is based so that Councils and independent experts can test its predictions. This has implications for other key parts of the EIS that rely on these traffic figures, including the air quality, social and economic impact, and more.

The health affects of high levels of noise on local roads over a three year construction period have not been sufficiently assessed.

This EIS admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community can not accept this when the proponent itself (via its contractors) has failed to water the site during current asbestos removal, and has also failed to ensure this waste has been watered down at its destination sites in western Sydney.

It is not clear whether massive proposed increases in population in inner and south-west Sydney have been taken into account in traffic congestion predictions. The entire area along the project footprint will be subject to massive increases in density over the next few years. There is no indication that this EIS has taken any of this into account.

Construction traffic will continue throughout the night which will disturb the sleep of residents located along local road networks. However, this EIS does not outline what mitigation plans would be put in place for affected residents.

The business case that was finally released by the government has so many redactions that it can not be interpreted by independent analysts. It should go without saying that a project costing almost \$17 billion, much of it funded by taxpayers, should be transparent.

I support a massive injection of funds into public transport for the Western suburbs rather than a legacy of unaffordable tolls. If \$16.8 billion was spent on public transport and effective road management, a toll road project like WestConnex be even less necessary than it is now.

There is NO safe level of fine particle exposure. Through this project and the entire WestConnex of which it is part, the NSW Government is consciously building a project that it knows will worsen already high levels of pollution in parts of the inner west and south-west Sydney. It is not acceptable for a government to jeopardise the health and safety of its citizens in this way.

The positive case for the full WestConnex rests on a pie in the sky plans that are not funded or designed. What will happen if these plans never come to fruition? The probability that these extra projects will either never be built or will remain unbuilt for many years to come is a very real one, yet this EIS fails to consider the impact of this on the areas surrounding the New M5, which would be left to cope with a crippling amount of traffic.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the WestConnex will not meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. In many cases the modelling does not go further than 2 intersections past the end of the project, even in instances where 10 times the current number of cars are expected to flow onto roads past that point. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

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

Thousands of diesel trucks will carry spoil at all times, including peak times, leading to great disruption of local and regional road networks. I object to thousands of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

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I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

Whole communities along the route will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

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Yours sincerely,

Grant Webster

Sydney NSW 2121, Australia

From: Heather Mollart >
Sent: Tuesday, 26 January 2016 11:17 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

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It is not clear whether massive proposed increases in population in inner and south-west Sydney have been taken into account in traffic congestion predictions. The entire area along the project footprint will be subject to massive increases in density over the next few years. There is no indication that this EIS has taken any of this into account.

Construction traffic will continue throughout the night which will disturb the sleep of residents located along local road networks. However, this EIS does not outline what mitigation plans would be put in place for affected residents.

The business case that was finally released by the government has so many redactions that it can not be interpreted by independent analysts. It should go without saying that a project costing almost \$17 billion, much of it funded by taxpayers, should be transparent.

I support a massive injection of funds into public transport for the Western suburbs rather than a legacy of unaffordable tolls. If \$16.8 billion was spent on public transport and effective road management, a toll road project like WestConnex be even less necessary than it is now.

There is NO safe level of fine particle exposure. Through this project and the entire WestConnex of which it is part, the NSW Government is consciously building a project that it knows will worsen already high levels of pollution in parts of the inner west and south-west Sydney. It is not acceptable for a government to jeopardise the health and safety of its citizens in this way.

The positive case for the full WestConnex rests on a pie in the sky plans that are not funded or designed. What will happen if these plans never come to fruition? The probability that these extra projects will either never be built or will remain unbuilt for many years to come is a very real one, yet this EIS fails to consider the impact of this on the areas surrounding the New M5, which would be left to cope with a crippling amount of traffic.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

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I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

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What do you think you are doing to the character of Sydney????

Yours sincerely,

Heather Mollart

Sydney NSW 2137, Australia

From: john woods >
Sent: Tuesday, 26 January 2016 11:09 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

Whole communities along the route will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

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I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

john woods

New South Wales 2229, Australia

From: [REDACTED]
Sent: Tuesday, 26 January 2016 11:05 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

WestConnex is now being built by a private company that does not even have to publish its contracts. This is unaccountable government at its worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks in Alexandria and St Peters

The proponent will not release the full assumptions on which its traffic modelling is based so that Councils and independent experts can test its predictions. This has implications for other key parts of the EIS that rely on these traffic figures, including the air quality, social and economic impact, and more.

The health affects of high levels of noise on local roads over a three year construction period have not been sufficiently assessed.

This EIS admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community can not accept this when the proponent itself (via its contractors) has failed to water the site during current asbestos removal, and has also failed to ensure this waste has been watered down at its destination sites in western Sydney.

It is not clear whether massive proposed increases in population in inner and south-west Sydney have been taken into account in traffic congestion predictions. The entire area along the project footprint will be subject to massive increases in density over the next few years. There is no indication that this EIS has taken any of this into account.

Construction traffic will continue throughout the night which will disturb the sleep of residents located along local road networks. However, this EIS does not outline what mitigation plans would be put in place for affected residents.

The business case that was finally released by the government has so many redactions that it can not be interpreted by independent analysts. It should go without saying that a project costing almost \$17 billion, much of it funded by taxpayers, should be transparent.

I support a massive injection of funds into public transport for the Western suburbs rather than a legacy of unaffordable tolls. If \$16.8 billion was spent on public transport and effective road management, a toll road project like WestConnex be even less necessary than it is now.

There is NO safe level of fine particle exposure. Through this project and the entire WestConnex of which it is part, the NSW Government is consciously building a project that it knows will worsen already high levels of pollution in parts of the inner west and south-west Sydney. It is not acceptable for a government to jeopardise the health and safety of its citizens in this way.

The positive case for the full WestConnex rests on a pie in the sky plans that are not funded or designed. What will happen if these plans never come to fruition? The probability that these extra projects will either never be built or will remain unbuilt for many years to come is a very real one, yet this EIS fails to consider the impact of this on the areas surrounding the New M5, which would be left to cope with a crippling amount of traffic.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the WestConnex will not meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. In many cases the modelling does not go further than 2 intersections past the end of the project, even in instances where 10 times the current number of cars are expected to flow onto roads past that point. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

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

Thousands of diesel trucks will carry spoil at all times, including peak times, leading to great disruption of local and regional road networks. I object to thousands of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

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I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

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The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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From: Claudia Casson < >
Sent: Tuesday, 26 January 2016 10:47 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

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There is NO safe level of fine particle exposure. Through this project and the entire WestConnex of which it is part, the NSW Government is consciously building a project that it knows will worsen already high levels of pollution in parts of the inner west and south-west Sydney. It is not acceptable for a government to jeopardise the health and safety of its citizens in this way.

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The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.

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I object to the selection of tunnelling methods that may damage houses at the surface.

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I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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Yours sincerely,

Claudia Casson

Sydney NSW 2042, Australia

From: Sharon Tandy >
Sent: Tuesday, 26 January 2016 10:30 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Sharon Tandy

Sydney NSW 2044, Australia

From: Tim Vial >
Sent: Tuesday, 26 January 2016 10:23 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

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 independent traffic planners can test its results.

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

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.

I object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.

I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

I object to a consultation period being held during January when schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

A whole community at St Peters will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Tim Vial

Sydney NSW 2043, Australia

From: Ian Carthew >
Sent: Tuesday, 26 January 2016 10:18 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would benefit NSW more.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

This project will result in residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections they need, or investment in their regional centres to create employment opportunities that would circumvent the need to commute long distances by car to jobs in Sydney's CBD, eastern suburbs and inner city.

This project will lock Sydney into greater reliance on inefficient and unsustainable road freight instead of investing in freight on rail alternatives. It also ignores the development of regional freight hubs in Sydney's west that would reduce the need for this project.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways or further widen roads are worthless.

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 independent traffic planners can test its results.

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

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.

I object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.

I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Ian Carthew

Sydney NSW 2204, Australia

From: Margaret Benbow >
Sent: Wednesday, 27 January 2016 9:56 PM
To: DPE CSE Information Planning Mailbox
Subject: Project SSI 14_6788 WestConnex New M5 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic for thousands of residents and workers, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

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

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

The average daily travel time in Sydney has been stable at about 80 minutes per person for decades, while the average trip distance has increased substantially. In this time, billions have been spent on tollways. Travellers are spending more than ever on tolls, yet are not spending any less time travelling. Instead of encouraging costly road-based sprawl, the NSW Government should be investing in more sustainable transport solutions, and in developing economic opportunities outside of the inner city so that more people who live outside of central Sydney can work closer to home instead of being locked into long commutes.

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modelling was only done past two intersections after the end of the project.

Experts at the EIS exhibition sessions gave contradictory advice about traffic modelling. All traffic modelling should be transparently and independently tested, particularly because AECOM has a demonstrably poor record in traffic modelling.

Independent transport modelling experts have found scores of problems with the application of the WestConnex Road and Traffic Model, which has not been released for scrutiny. It would be negligent for any government to go ahead with a project based on uncertain predictions.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS, including Green Square, Ashmore, Waterloo Estate and Central 2 Eveleigh. With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands. It also projects that the existing M5 and New M5 combined will end up taking less traffic now than the Cross City Tunnel, which was a financial disaster, as drivers 'rat-run' to avoid the tolls.

What is even more worrying is that the proponent now concedes that it cannot make its traffic model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS does not say, so the public does not have a chance to form a view or comment.

AECOM was paid \$13 million of taxpayer money to complete this EIS, despite its conflict of interest (it has other WestConnex contracts that depend on the project going ahead). This is unacceptable given that this EIS is supposed to provide an objective assessment of the project impacts. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. It contains many errors, omissions, superficial analyses, and opaque models, and should be rejected on this basis alone.

The suggestion that tunnelling activities would need to be conducted 24 hours per day, seven days a week – including associated activities such as spoil handling and haulage – is not justified. This will place great pressure on significant numbers of nearby residents throughout day and night-time periods.

The EIS repeatedly says that threats to the liveable environment of residents during construction and operation would be subject to plans developed later. Mitigation is recommended in many instances, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval – and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this. The whole point of an EIS is to assess the impact of the project, so these plans should have been made available in this EIS.

The method used in this EIS to measure air quality has not been used in Australia before and cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis that does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in greenhouse gas emissions.

No credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.

The analysis of alternatives provided by AECOM in this EIS provides no solid evidence for its conclusions. Potential alternatives that could have provided more effective, sustainable and cost-effective ways of easing congestion have been ignored. This failure to meet the project SEARs should also be reason enough to reject the proposal.

The noise assessment shows that hundreds of homes will experience noise above acceptable levels. The real impact is likely to be far worse, because noise monitoring was only conducted at a very limited level for this EIS in Beverly Hills and St Peters, and did not properly assess the massive noise that will be generated by construction and operation of this project. Independent experts have also reported that some of the tables are inaccurate in the noise report and are therefore not reliable.

The social impact study is little more than a description of the project, rather than an assessment of its impacts. It is insulting to communities where hundreds of tenants and owners have lost homes and businesses, and others will live in decimated communities. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

Residents affected by compulsory acquisitions are also being offered below-market prices for their homes and businesses, which has caused additional and completely unnecessary distress and trauma for the owners. I find it disturbing that the NSW Government was warned three years ago that the compulsory acquisition process was unfair to those whose properties were being forcibly taken, yet has both failed to make the changes recommended and actively suppressed the report that handed down these findings.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the M5 East would be destroyed for these projects. Some of these, such as the endangered flora and fauna, were species that the RMS was legally obliged to maintain and protect as part of construction for the M5 East. Others, such as the M5 Linear Park and trees lining the noise walls, are spaces the local community has built up over many years after their community was carved up for the M5 East. For all of this to be swept aside for this toll road is not only unacceptable – it is undemocratic and a violation of the government’s environmental and legal responsibilities.

The RMS has lied about how much of Sydney Park was needed for the New M5. It is disgraceful that the City Council only became aware that some of its land would be acquired well after this EIS was lodged.

Thousands of trees along the route in Beverly Grove Park, the M5 Linear Park and other areas are also being destroyed to make way for a tollway that even the EIS shows won’t solve traffic congestion. The NSW government should be preserving green space and vegetation, not destroying it.

The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. The entire WestConnex, including this project, has been characterised by poor governance, and a complete lack of transparency and accountability. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people’s lives for many years to come.

This project will see roads expanded to within metres of residents’ homes, which is outrageous. I am aware that in cases in St Peters and Alexandria, roads being widened for WestConnex will be less than two metres of family homes, and that young children will have more than 50,000 cars and trucks a day going right past their windows. This is absolutely unacceptable.

There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Margaret Benbow

[REDACTED]

From: Gabrielle Simpson >
Sent: Wednesday, 27 January 2016 9:55 PM
To: DPE CSE Information Planning Mailbox
Subject: Project SSI 14_6788 WestConnex New M5 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic for thousands of residents and workers, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

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

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

The average daily travel time in Sydney has been stable at about 80 minutes per person for decades, while the average trip distance has increased substantially. In this time, billions have been spent on tollways. Travellers are spending more than ever on tolls, yet are not spending any less time travelling. Instead of encouraging costly road-based sprawl, the NSW Government should be investing in more sustainable transport solutions, and in developing economic opportunities outside of the inner city so that more people who live outside of central Sydney can work closer to home instead of being locked into long commutes.

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modelling was only done past two intersections after the end of the project.

Experts at the EIS exhibition sessions gave contradictory advice about traffic modelling. All traffic modelling should be transparently and independently tested, particularly because AECOM has a demonstrably poor record in traffic modelling.

Independent transport modelling experts have found scores of problems with the application of the WestConnex Road and Traffic Model, which has not been released for scrutiny. It would be negligent for any government to go ahead with a project based on uncertain predictions.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS, including Green Square, Ashmore, Waterloo Estate and Central 2 Eveleigh. With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands. It also projects that the existing M5 and New M5 combined will end up taking less traffic now than the Cross City Tunnel, which was a financial disaster, as drivers 'rat-run' to avoid the tolls.

What is even more worrying is that the proponent now concedes that it cannot make its traffic model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS does not say, so the public does not have a chance to form a view or comment.

AECOM was paid \$13 million of taxpayer money to complete this EIS, despite its conflict of interest (it has other WestConnex contracts that depend on the project going ahead). This is unacceptable given that this EIS is supposed to provide an objective assessment of the project impacts. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. It contains many errors, omissions, superficial analyses, and opaque models, and should be rejected on this basis alone.

The suggestion that tunnelling activities would need to be conducted 24 hours per day, seven days a week – including associated activities such as spoil handling and haulage – is not justified. This will place great pressure on significant numbers of nearby residents throughout day and night-time periods.

The EIS repeatedly says that threats to the liveable environment of residents during construction and operation would be subject to plans developed later. Mitigation is recommended in many instances, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval – and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this. The whole point of an EIS is to assess the impact of the project, so these plans should have been made available in this EIS.

The method used in this EIS to measure air quality has not been used in Australia before and cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis that does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in greenhouse gas emissions.

No credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.

The analysis of alternatives provided by AECOM in this EIS provides no solid evidence for its conclusions. Potential alternatives that could have provided more effective, sustainable and cost-effective ways of easing congestion have been ignored. This failure to meet the project SEARs should also be reason enough to reject the proposal.

The noise assessment shows that hundreds of homes will experience noise above acceptable levels. The real impact is likely to be far worse, because noise monitoring was only conducted at a very limited level for this EIS in Beverly Hills and St Peters, and did not properly assess the massive noise that will be generated by construction and operation of this project. Independent experts have also reported that some of the tables are inaccurate in the noise report and are therefore not reliable.

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Residents affected by compulsory acquisitions are also being offered below-market prices for their homes and businesses, which has caused additional and completely unnecessary distress and trauma for the owners. I find it disturbing that the NSW Government was warned three years ago that the compulsory acquisition process was unfair to those whose properties were being forcibly taken, yet has both failed to make the changes recommended and actively suppressed the report that handed down these findings.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the M5 East would be destroyed for these projects. Some of these, such as the endangered flora and fauna, were species that the RMS was legally obliged to maintain and protect as part of construction for the M5 East. Others, such as the M5 Linear Park and trees lining the noise walls, are spaces the local community has built up over many years after their community was carved up for the M5 East. For all of this to be swept aside for this toll road is not only unacceptable – it is undemocratic and a violation of the government's environmental and legal responsibilities.

The RMS has lied about how much of Sydney Park was needed for the New M5. It is disgraceful that the City Council only became aware that some of its land would be acquired well after this EIS was lodged.

Thousands of trees along the route in Beverly Grove Park, the M5 Linear Park and other areas are also being destroyed to make way for a tollway that even the EIS shows won't solve traffic congestion. The NSW government should be preserving green space and vegetation, not destroying it.

The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. The entire WestConnex, including this project, has been characterised by poor governance, and a complete lack of transparency and accountability. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

This project will see roads expanded to within metres of residents' homes, which is outrageous. I am aware that in cases in St Peters and Alexandria, roads being widened for WestConnex will be less than two metres of family homes, and that young children will have more than 50,000 cars and trucks a day going right past their windows. This is absolutely unacceptable.

There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Gabrielle Simpson

[REDACTED]

From: Mary Patania < >
Sent: Wednesday, 27 January 2016 9:54 PM
To: DPE CSE Information Planning Mailbox
Subject: Project SSI 14_6788 WestConnex New M5 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic for thousands of residents and workers, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

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

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

The average daily travel time in Sydney has been stable at about 80 minutes per person for decades, while the average trip distance has increased substantially. In this time, billions have been spent on tollways. Travellers are spending more than ever on tolls, yet are not spending any less time travelling. Instead of encouraging costly road-based sprawl, the NSW Government should be investing in more sustainable transport solutions, and in developing economic opportunities outside of the inner city so that more people who live outside of central Sydney can work closer to home instead of being locked into long commutes.

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modelling was only done past two intersections after the end of the project.

Experts at the EIS exhibition sessions gave contradictory advice about traffic modelling. All traffic modelling should be transparently and independently tested, particularly because AECOM has a demonstrably poor record in traffic modelling.

Independent transport modelling experts have found scores of problems with the application of the WestConnex Road and Traffic Model, which has not been released for scrutiny. It would be negligent for any government to go ahead with a project based on uncertain predictions.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS, including Green Square, Ashmore, Waterloo Estate and Central 2 Eveleigh. With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands. It also projects that the existing M5 and New M5 combined will end up taking less traffic now than the Cross City Tunnel, which was a financial disaster, as drivers 'rat-run' to avoid the tolls.

What is even more worrying is that the proponent now concedes that it cannot make its traffic model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS does not say, so the public does not have a chance to form a view or comment.

AECOM was paid \$13 million of taxpayer money to complete this EIS, despite its conflict of interest (it has other WestConnex contracts that depend on the project going ahead). This is unacceptable given that this EIS is supposed to provide an objective assessment of the project impacts. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. It contains many errors, omissions, superficial analyses, and opaque models, and should be rejected on this basis alone.

The suggestion that tunnelling activities would need to be conducted 24 hours per day, seven days a week – including associated activities such as spoil handling and haulage – is not justified. This will place great pressure on significant numbers of nearby residents throughout day and night-time periods.

The EIS repeatedly says that threats to the liveable environment of residents during construction and operation would be subject to plans developed later. Mitigation is recommended in many instances, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval – and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this. The whole point of an EIS is to assess the impact of the project, so these plans should have been made available in this EIS.

The method used in this EIS to measure air quality has not been used in Australia before and cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis that does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in greenhouse gas emissions.

No credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.

The analysis of alternatives provided by AECOM in this EIS provides no solid evidence for its conclusions. Potential alternatives that could have provided more effective, sustainable and cost-effective ways of easing congestion have been ignored. This failure to meet the project SEARs should also be reason enough to reject the proposal.

The noise assessment shows that hundreds of homes will experience noise above acceptable levels. The real impact is likely to be far worse, because noise monitoring was only conducted at a very limited level for this EIS in Beverly Hills and St Peters, and did not properly assess the massive noise that will be generated by construction and operation of this project. Independent experts have also reported that some of the tables are inaccurate in the noise report and are therefore not reliable.

The social impact study is little more than a description of the project, rather than an assessment of its impacts. It is insulting to communities where hundreds of tenants and owners have lost homes and businesses, and others will live in decimated communities. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

Residents affected by compulsory acquisitions are also being offered below-market prices for their homes and businesses, which has caused additional and completely unnecessary distress and trauma for the owners. I find it disturbing that the NSW Government was warned three years ago that the compulsory acquisition process was unfair to those whose properties were being forcibly taken, yet has both failed to make the changes recommended and actively suppressed the report that handed down these findings.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the M5 East would be destroyed for these projects. Some of these, such as the endangered flora and fauna, were species that the RMS was legally obliged to maintain and protect as part of construction for the M5 East. Others, such as the M5 Linear Park and trees lining the noise walls, are spaces the local community has built up over many years after their community was carved up for the M5 East. For all of this to be swept aside for this toll road is not only unacceptable – it is undemocratic and a violation of the government's environmental and legal responsibilities.

The RMS has lied about how much of Sydney Park was needed for the New M5. It is disgraceful that the City Council only became aware that some of its land would be acquired well after this EIS was lodged.

Thousands of trees along the route in Beverly Grove Park, the M5 Linear Park and other areas are also being destroyed to make way for a tollway that even the EIS shows won't solve traffic congestion. The NSW government should be preserving green space and vegetation, not destroying it.

The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. The entire WestConnex, including this project, has been characterised by poor governance, and a complete lack of transparency and accountability. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

This project will see roads expanded to within metres of residents' homes, which is outrageous. I am aware that in cases in St Peters and Alexandria, roads being widened for WestConnex will be less than two metres of family homes, and that young children will have more than 50,000 cars and trucks a day going right past their windows. This is absolutely unacceptable.

There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Mary Patania

[REDACTED]

From: Marie Healy >
Sent: Wednesday, 27 January 2016 6:46 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 EIS, project number SSI 14_6788

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic for thousands of residents and workers, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. The entire WestConnex, including this project, has been characterised by poor governance, and a complete lack of transparency and accountability. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

The project will cause immense social harm. It will destroy long-established communities. The manner in which the social and economic impact study dismisses this is insulting to the affected communities. It will cause an increase in air pollution-related deaths and illnesses. The increase in air pollution will inhibit lung and nervous system development in children. There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction. Such alternatives are barely mentioned in this EIS and have certainly not been analysed as required by the project SEARs.

This project is diverting billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas combined with improved traffic management would have on reducing congestion and improving access to jobs for people in these suburbs.

It is also quite clear that this project will provide no solution to traffic congestion, as the EIS shows that several intersections across the project route will remain at Level of Service F (i.e. the worst possible level, and the one that is indicative of system failure) after the project.

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was done beyond a very narrowly defined area – as little as two intersections past the end of the project.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not accounted for in this EIS. This interchange has been positioned in what will be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

The EIS does however clearly demonstrate that traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale, Brighton-Le-Sands and Kingsgrove. For example, according to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it, because the streets around it are already at capacity. As another example, traffic on Stoney Creek Road was forecast to increase by 74%, with a total of 2280 big truck movements a day — three times more than now.

Meanwhile, this EIS projects that the existing M5 and New M5 combined will take less traffic now than the Cross City Tunnel, which was a financial disaster. This is because the proponents know commuters will be unwilling to pay \$6 each way to use either of these toll roads. The assumptions behind the EIS's prediction that drivers will somehow decide to start paying this toll years after the toll road opens are not explained, and this has not been the experience with other recent toll road failures, including the aforementioned Cross City Tunnel.

I strongly object to the fact that AECOM, which has a record of failed traffic modeling, has been paid \$13 million of taxpayer money to complete this EIS even though it has been awarded other WestConnex contracts that depend on the project going ahead. This is an utterly unacceptable conflict of interest. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modeling, and should be rejected on this basis alone.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities would be taking place. This includes communities in Arncliffe, Kingsgrove, Beverly Hills, St Peters and Alexandria. These health risks are rated as HIGH for all areas. Mitigation is recommended, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval – and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this.

The suggestion that tunneling activities would need to be conducted 24 hours per day, seven days a week – including associated activities such as spoil handling and haulage – is not justified. These activities would also cause vibration and damage to homes. In some cases, tunnels and tunneling would take place less than 20m below people's homes. This is not acceptable, particularly given the collapse of buildings that took place during the Lane Cove Tunnel's construction, and the legal action residents above Brisbane's Airport Link are now being forced to take after experiencing property damage.

The air quality study shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to surface roads and unfiltered ventilation stacks. I am particularly concerned about residents on hills and in high buildings in Kingsgrove, St Peters, Arncliffe and Alexandria, who are likely to be subjected to high levels of these pollutants.

Scientific experts agree there is no safe level of fine particle pollution. Rather than aiming to shift dangerous pollution from area to another, the government should be finding cleaner transport solutions that do not leave residents living beside polluted roads or unfiltered pollution stacks – no matter where they live.

The analysis of alternatives to WestConnex provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. A combination of demand management of traffic and new public transport projects, especially for western Sydney, should have been explored. This is just one of many potential alternatives that could have provided more effective, sustainable and cost-effective ways of easing congestion that AECOM has failed to analyse.

The noise assessment shows that hundreds of homes will experience noise above acceptable levels. In fact the real impact is likely to be far worse than the results provided in this EIS, because noise monitoring was only done for one location at Beverly Hills and one in St Peters, where only 30% of results could be included. Such limited evidence provides the community with no confidence in the conclusions reached in this EIS. Independent experts have also reported that some of the tables are inaccurate in the noise report and are therefore not reliable.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the M5 East would be destroyed for these projects. Some of these, such as the endangered flora and fauna, were species that the RMS was legally obliged to maintain and protect as part of construction for the M5 East. Others, such as the M5 Linear Park and trees lining the noise walls, are spaces the local

community has built up over many years after their community was carved up the M5 East. For all of this to be swept aside for this toll road is not only unacceptable – it is undemocratic and a grave violation of the government's environmental and legal responsibilities.

The project's proponents have misled the public about its plan to take 14,000 square metres of Sydney Park. For months it said it would only take 8,000 square metres, leaving it until the EIS was lodged to inform the Council that it planned to forcibly acquire the rest. This will diminish the enjoyment of the park in many ways. Peaceful paths, exercise equipment, children's play areas and sporting grounds, and more will all be adjacent to a major highway. This is completely unacceptable.

This project will see roads expanded to within five metres of residents' homes, which is outrageous. I am aware that in cases in St Peters and Alexandria, it is within two metres of family homes. This is absolutely unacceptable.

I strongly object to compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on communities is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government was told three years ago was deeply unfair to people whose properties were being forcibly acquired. It is clear from the number of home and business owners who have had their properties seriously undervalued by the RMS that such changes were not implemented, and in fact the government appears to have become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex. Valuable heritage buildings in St Peters will also be destroyed and/or left marooned and surrounded by tollway and congested roads.

There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

Along with almost every person I talk to, I have lost faith with the governing of this state - it lacks transparency, humanity and respect for the citizens.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Marie Healy

From: Penelope Erikson >
Sent: Wednesday, 27 January 2016 6:38 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 EIS, project number SSI 14_6788
Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic for thousands of residents and workers, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

I also strongly object to a number of specific aspects of this EIS.

The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. The entire WestConnex, including this project, has been characterised by poor governance, and a complete lack of transparency and accountability. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

The project will cause immense social harm. It will destroy long-established communities. The manner in which the social and economic impact study dismisses this is insulting to the affected communities. It will cause an increase in air pollution-related deaths and illnesses. The increase in air pollution will inhibit lung and nervous system development in children. There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction. Such alternatives are barely mentioned in this EIS and have certainly not been analysed as required by the project SEARs.

This project is diverting billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas combined with improved traffic management would have on reducing congestion and improving access to jobs for people in these suburbs.

It is also quite clear that this project will provide no solution to traffic congestion, as the EIS shows that several intersections across the project route will remain at Level of Service F (i.e. the worst possible level, and the one that is indicative of system failure) after the project.

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was done beyond a very narrowly defined area – as little as two intersections past the end of the project.

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The EIS does however clearly demonstrate that traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale, Brighton-Le-Sands and Kingsgrove. For example, according to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it, because the streets around it are already at capacity. As another example, traffic on Stoney Creek Road was forecast to increase by 74%, with a total of 2280 big truck movements a day — three times more than now.

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Scientific experts agree there is no safe level of fine particle pollution. Rather than aiming to shift dangerous pollution from area to another, the government should be finding cleaner transport solutions that do not leave residents living beside polluted roads or unfiltered pollution stacks – no matter where they live.

The analysis of alternatives to WestConnex provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. A combination of demand management of traffic and new public transport projects, especially for western Sydney, should have been explored. This is just one of many potential alternatives that could have provided more effective, sustainable and cost-effective ways of easing congestion that AECOM has failed to analyse.

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swept aside for this toll road is not only unacceptable – it is undemocratic and a grave violation of the government's environmental and legal responsibilities.

The project's proponents have misled the public about its plan to take 14,000 square metres of Sydney Park. For months it said it would only take 8,000 square metres, leaving it until the EIS was lodged to inform the Council that it planned to forcibly acquire the rest. This will diminish the enjoyment of the park in many ways. Peaceful paths, exercise equipment, children's play areas and sporting grounds, and more will all be adjacent to a major highway. This is completely unacceptable.

This project will see roads expanded to within five metres of residents' homes, which is outrageous. I am aware that in cases in St Peters and Alexandria, it is within two metres of family homes. This is absolutely unacceptable.

I strongly object to compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on communities is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government was told three years ago was deeply unfair to people whose properties were being forcibly acquired. It is clear from the number of home and business owners who have had their properties seriously undervalued by the RMS that such changes were not implemented, and in fact the government appears to have become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex. Valuable heritage buildings in St Peters will also be destroyed and/or left marooned and surrounded by tollway and congested roads.

There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

I therefore ask that you reject this proposal,

Yours sincerely,

Penelope Erikson

Sydney NSW 2131, Australia

Justin Woodhouse

From: Pamela Beadle <campaigns@good.do>
Sent: Wednesday, 27 January 2016 6:37 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 EIS, project number SSI 14_6788

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

To save only 6 minutes travel, spend so much money, disrupt so many lives and destroy so much green area (I refer specifically to Sydney Park and the loss of 350 trees plus all that badly needed green space) is plainly ill thought out and illogical. With most of the public against it I fail to see how this government could go ahead with it when so many other areas need the money so much more urgently. And lets not forget the ventilation stacks!

The slipping of tiny bits of information to the public at a time indicates the government must be aware of the public's objections, and the sneakiness has not gone unnoticed.

The cost for motorists to use WestConnex is exorbitant and way out of the pocket of the average driver. It is outrageous, unfair and terribly planned.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic for thousands of residents and workers, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

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been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

The project will cause immense social harm. It will destroy long-established communities. The manner in which the social and economic impact study dismisses this is insulting to the affected communities. It will cause an increase in air pollution-related deaths and illnesses. The increase in air pollution will inhibit lung and nervous system development in children. There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction. Such alternatives are barely mentioned in this EIS and have certainly not been analysed as required by the project SEARs.

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Yours sincerely,

Pamela Beadle

■■■■ ■■■■ ■■■■ ■■■■

From: Snezana Pavic >
Sent: Wednesday, 27 January 2016 6:34 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 EIS, project number SSI 14_6788

Categories: Follow-up, Assessment Panel

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Snezana Pavic

[REDACTED]

From: Magdalena Zolkos >
Sent: Wednesday, 27 January 2016 6:33 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 EIS, project number SSI 14_6788

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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From: Brian Castle >
Sent: Wednesday, 27 January 2016 6:25 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 EIS, project number SSI 14_6788

Categories: Follow-up, Assessment Panel

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I strongly object to the fact that AECOM, which has a record of failed traffic modeling, has been paid \$13 million of taxpayer money to complete this EIS even though it has been awarded other WestConnex contracts that depend on the project going ahead. This is an utterly unacceptable conflict of interest. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modeling, and should be rejected on this basis alone.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities would be taking place. This includes communities in Arncliffe, Kingsgrove, Beverly Hills, St Peters and Alexandria. These health risks are rated as HIGH for all areas. Mitigation is recommended, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval – and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this.

The suggestion that tunneling activities would need to be conducted 24 hours per day, seven days a week – including associated activities such as spoil handling and haulage – is not justified. These activities would also cause vibration and damage to homes. In some cases, tunnels and tunneling would take place less than 20m below people's homes. This is not acceptable, particularly given the collapse of buildings that took place during the Lane Cove Tunnel's construction, and the legal action residents above Brisbane's Airport Link are now being forced to take after experiencing property damage.

The air quality study shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to surface roads and unfiltered ventilation stacks. I am particularly concerned about residents on hills and in high buildings in Kingsgrove, St Peters, Arncliffe and Alexandria, who are likely to be subjected to high levels of these pollutants.

Scientific experts agree there is no safe level of fine particle pollution. Rather than aiming to shift dangerous pollution from area to another, the government should be finding cleaner transport solutions that do not leave residents living beside polluted roads or unfiltered pollution stacks – no matter where they live.

The analysis of alternatives to WestConnex provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. A combination of demand management of traffic and new public transport projects, especially for western Sydney, should have been explored. This is just one of many potential alternatives that could have provided more effective, sustainable and cost-effective ways of easing congestion that AECOM has failed to analyse.

The noise assessment shows that hundreds of homes will experience noise above acceptable levels. In fact the real impact is likely to be far worse than the results provided in this EIS, because noise monitoring was only done for one location at Beverly Hills and one in St Peters, where only 30% of results could be included. Such limited evidence provides the community with no confidence in the conclusions reached in this EIS. Independent experts have also reported that some of the tables are inaccurate in the noise report and are therefore not reliable.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the M5 East would be destroyed for these projects. Some of these, such as the endangered flora and fauna, were species that the RMS was legally obliged to maintain and protect as part of construction for the M5 East. Others, such as the M5 Linear Park and trees lining the noise walls, are spaces the local

community has built up over many years after their community was carved up the M5 East. For all of this to be swept aside for this toll road is not only unacceptable – it is undemocratic and a grave violation of the government's environmental and legal responsibilities.

The project's proponents have misled the public about its plan to take 14,000 square metres of Sydney Park. For months it said it would only take 8,000 square metres, leaving it until the EIS was lodged to inform the Council that it planned to forcibly acquire the rest. This will diminish the enjoyment of the park in many ways. Peaceful paths, exercise equipment, children's play areas and sporting grounds, and more will all be adjacent to a major highway. This is completely unacceptable.

This project will see roads expanded to within five metres of residents' homes, which is outrageous. I am aware that in cases in St Peters and Alexandria, it is within two metres of family homes. This is absolutely unacceptable.

I strongly object to compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on communities is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government was told three years ago was deeply unfair to people whose properties were being forcibly acquired. It is clear from the number of home and business owners who have had their properties seriously undervalued by the RMS that such changes were not implemented, and in fact the government appears to have become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex. Valuable heritage buildings in St Peters will also be destroyed and/or left marooned and surrounded by tollway and congested roads.

There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Brian Castle

Alexandria

[REDACTED]

From: DEREK FINTER < >
Sent: Wednesday, 27 January 2016 6:23 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 EIS, project number SSI 14_6788

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic for thousands of residents and workers, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. The entire WestConnex, including this project, has been characterised by poor governance, and a complete lack of transparency and accountability. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come. This is unacceptable.

The project will cause immense social harm. It will destroy long-established communities. The manner in which the social and economic impact study dismisses this is insulting to the affected communities. It will cause an increase in air pollution-related deaths and illnesses. The increase in air pollution will inhibit lung and nervous system development in children. There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction. Such alternatives are barely mentioned in this EIS and have certainly not been analysed as required by the project SEARs.

This is unacceptable.

This project is diverting billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long

way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas combined with improved traffic management would have on reducing congestion and improving access to jobs for people in these suburbs.

It is also quite clear that this project will provide no solution to traffic congestion, as the EIS shows that several intersections across the project route will remain at Level of Service F (i.e. the worst possible level, and the one that is indicative of system failure) after the project.

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was done beyond a very narrowly defined area – as little as two intersections past the end of the project.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not accounted for in this EIS. This interchange has been positioned in what will be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

The EIS does however clearly demonstrate that traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale, Brighton-Le-Sands and Kingsgrove. For example, according to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it, because the streets around it are already at capacity. As another example, traffic on Stoney Creek Road was forecast to increase by 74%, with a total of 2280 big truck movements a day — three times more than now.

Meanwhile, this EIS projects that the existing M5 and New M5 combined will take less traffic now than the Cross City Tunnel, which was a financial disaster. This is because the proponents know commuters will be unwilling to pay \$6 each way to use either of these toll roads. The assumptions behind the EIS's prediction that drivers will somehow decide to start paying this toll years after the toll road opens are not explained, and this has not been the experience with other recent toll road failures, including the aforementioned Cross City Tunnel. It is unbelievable that this lesson has not yet been learned.

I strongly object to the fact that AECOM, which has a record of failed traffic modeling, has been paid \$13 million of taxpayer money to complete this EIS even though it has been awarded other WestConnex contracts that depend on the project going ahead. This is an utterly unacceptable conflict of interest. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the

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The project's proponents have misled the public about its plan to take 14,000 square metres of Sydney Park. For months it said it would only take 8,000 square metres, leaving it until the EIS was lodged to inform the Council that it planned to forcibly acquire the rest. This will diminish the enjoyment of the park in many ways. Peaceful paths, exercise equipment, children's play areas and sporting grounds, and more will all be adjacent to a major highway. This is completely unacceptable.

This project will see roads expanded to within five metres of residents' homes, which is outrageous. I am aware that in cases in St Peters and Alexandria, it is within two metres of family homes. This is absolutely unacceptable.

I strongly object to compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on communities is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government was told three years ago was deeply unfair to people whose properties were being forcibly acquired. It is clear from the number of home and business owners who have had their properties seriously undervalued by the RMS that such changes were not implemented, and in fact the government appears to have become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex. Valuable heritage buildings in St Peters will also be destroyed and/or left marooned and surrounded by tollway and congested roads.

There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

It is glaringly obvious that this whole project is driven by the greed of a consortium of developers who have bribed government officials to force this project on to the NSW public. It must not be allowed to proceed.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

[REDACTED]

From: justin Blake < >
Sent: Wednesday, 27 January 2016 6:20 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 EIS, project number SSI 14_6788

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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The project will cause immense social harm. It will destroy long-established communities. The manner in which the social and economic impact study dismisses this is insulting to the affected communities. It will cause an increase in air pollution-related deaths and illnesses. The increase in air pollution will inhibit lung and nervous system development in children. There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction. Such alternatives are barely mentioned in this EIS and have certainly not been analysed as required by the project SEARs.

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community has built up over many years after their community was carved up the M5 East. For all of this to be swept aside for this toll road is not only unacceptable – it is undemocratic and a grave violation of the government's environmental and legal responsibilities.

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There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

justin Blake

■■■■ ■■■■ ■■■■■■■■■■

From: Collette Ellis >
Sent: Wednesday, 27 January 2016 10:14 PM
To: DPE CSE Information Planning Mailbox
Subject: Project SSI 14_6788 WestConnex New M5 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic for thousands of residents and workers, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

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

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

The average daily travel time in Sydney has been stable at about 80 minutes per person for decades, while the average trip distance has increased substantially. In this time, billions have been spent on tollways. Travellers are spending more than ever on tolls, yet are not spending any less time travelling. Instead of encouraging costly road-based sprawl, the NSW Government should be investing in more sustainable transport solutions, and in developing economic opportunities outside of the inner city so that more people who live outside of central Sydney can work closer to home instead of being locked into long commutes.

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modelling was only done past two intersections after the end of the project.

Experts at the EIS exhibition sessions gave contradictory advice about traffic modelling. All traffic modelling should be transparently and independently tested, particularly because AECOM has a demonstrably poor record in traffic modelling.

Independent transport modelling experts have found scores of problems with the application of the WestConnex Road and Traffic Model, which has not been released for scrutiny. It would be negligent for any government to go ahead with a project based on uncertain predictions.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS, including Green Square, Ashmore, Waterloo Estate and Central 2 Eveleigh. With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands. It also projects that the existing M5 and New M5 combined will end up taking less traffic now than the Cross City Tunnel, which was a financial disaster, as drivers 'rat-run' to avoid the tolls.

What is even more worrying is that the proponent now concedes that it cannot make its traffic model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS does not say, so the public does not have a chance to form a view or comment.

AECOM was paid \$13 million of taxpayer money to complete this EIS, despite its conflict of interest (it has other WestConnex contracts that depend on the project going ahead). This is unacceptable given that this EIS is supposed to provide an objective assessment of the project impacts. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. It contains many errors, omissions, superficial analyses, and opaque models, and should be rejected on this basis alone.

The suggestion that tunnelling activities would need to be conducted 24 hours per day, seven days a week – including associated activities such as spoil handling and haulage – is not justified. This will place great pressure on significant numbers of nearby residents throughout day and night-time periods.

The EIS repeatedly says that threats to the liveable environment of residents during construction and operation would be subject to plans developed later. Mitigation is recommended in many instances, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval – and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this. The whole point of an EIS is to assess the impact of the project, so these plans should have been made available in this EIS.

The method used in this EIS to measure air quality has not been used in Australia before and cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis that does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in greenhouse gas emissions.

No credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.

The analysis of alternatives provided by AECOM in this EIS provides no solid evidence for its conclusions. Potential alternatives that could have provided more effective, sustainable and cost-effective ways of easing congestion have been ignored. This failure to meet the project SEARs should also be reason enough to reject the proposal.

The noise assessment shows that hundreds of homes will experience noise above acceptable levels. The real impact is likely to be far worse, because noise monitoring was only conducted at a very limited level for this EIS in Beverly Hills and St Peters, and did not properly assess the massive noise that will be generated by construction and operation of this project. Independent experts have also reported that some of the tables are inaccurate in the noise report and are therefore not reliable.

The social impact study is little more than a description of the project, rather than an assessment of its impacts. It is insulting to communities where hundreds of tenants and owners have lost homes and businesses, and others will live in decimated communities. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

Residents affected by compulsory acquisitions are also being offered below-market prices for their homes and businesses, which has caused additional and completely unnecessary distress and trauma for the owners. I find it disturbing that the NSW Government was warned three years ago that the compulsory acquisition process was unfair to those whose properties were being forcibly taken, yet has both failed to make the changes recommended and actively suppressed the report that handed down these findings.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the M5 East would be destroyed for these projects. Some of these, such as the endangered flora and fauna, were species that the RMS was legally obliged to maintain and protect as part of construction for the M5 East. Others, such as the M5 Linear Park and trees lining the noise walls, are spaces the local community has built up over many years after their community was carved up for the M5 East. For all of this to be swept aside for this toll road is not only unacceptable – it is undemocratic and a violation of the government's environmental and legal responsibilities.

The RMS has lied about how much of Sydney Park was needed for the New M5. It is disgraceful that the City Council only became aware that some of its land would be acquired well after this EIS was lodged.

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The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. The entire WestConnex, including this project, has been characterised by poor governance, and a complete lack of transparency and accountability. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

This project will see roads expanded to within metres of residents' homes, which is outrageous. I am aware that in cases in St Peters and Alexandria, roads being widened for WestConnex will be less than two metres of family homes, and that young children will have more than 50,000 cars and trucks a day going right past their windows. This is absolutely unacceptable.

There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Collette Ellis

[REDACTED]

From: Vicky Panas >
Sent: Wednesday, 27 January 2016 10:14 PM
To: DPE CSE Information Planning Mailbox
Subject: Project SSI 14_6788 WestConnex New M5 EIS submission
Categories: Follow-up, Assessment Panel

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic for thousands of residents and workers, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

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

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

The average daily travel time in Sydney has been stable at about 80 minutes per person for decades, while the average trip distance has increased substantially. In this time, billions have been spent on tollways. Travellers are spending more than ever on tolls, yet are not spending any less time travelling. Instead of encouraging costly road-based sprawl, the NSW Government should be investing in more sustainable transport solutions, and in developing economic opportunities outside of the inner city so that more people who live outside of central Sydney can work closer to home instead of being locked into long commutes.

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modelling was only done past two intersections after the end of the project.

Experts at the EIS exhibition sessions gave contradictory advice about traffic modelling. All traffic modelling should be transparently and independently tested, particularly because AECOM has a demonstrably poor record in traffic modelling.

Independent transport modelling experts have found scores of problems with the application of the WestConnex Road and Traffic Model, which has not been released for scrutiny. It would be negligent for any government to go ahead with a project based on uncertain predictions.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS, including Green Square, Ashmore, Waterloo Estate and Central 2 Eveleigh. With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands. It also projects that the existing M5 and New M5 combined will end up taking less traffic now than the Cross City Tunnel, which was a financial disaster, as drivers 'rat-run' to avoid the tolls.

What is even more worrying is that the proponent now concedes that it cannot make its traffic model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS does not say, so the public does not have a chance to form a view or comment.

AECOM was paid \$13 million of taxpayer money to complete this EIS, despite its conflict of interest (it has other WestConnex contracts that depend on the project going ahead). This is unacceptable given that this EIS is supposed to provide an objective assessment of the project impacts. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. It contains many errors, omissions, superficial analyses, and opaque models, and should be rejected on this basis alone.

The suggestion that tunnelling activities would need to be conducted 24 hours per day, seven days a week – including associated activities such as spoil handling and haulage – is not justified. This will place great pressure on significant numbers of nearby residents throughout day and night-time periods.

The EIS repeatedly says that threats to the liveable environment of residents during construction and operation would be subject to plans developed later. Mitigation is recommended in many instances, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval – and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this. The whole point of an EIS is to assess the impact of the project, so these plans should have been made available in this EIS.

The method used in this EIS to measure air quality has not been used in Australia before and cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis that does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in greenhouse gas emissions.

No credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.

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[REDACTED]