

**From:** Nicola Lloyd [REDACTED]  
**Sent:** Wednesday, 27 January 2016 10:13 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.



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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 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.

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Yours sincerely,

Nicola Lloyd

[REDACTED]

[REDACTED]

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Lorrie Graham

[REDACTED]

[REDACTED]



[REDACTED]

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**Sent:** Wednesday, 27 January 2016 10:11 PM  
**To:** DPE CSE Information Planning Mailbox  
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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 an 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.

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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.

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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.

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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.

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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,

Kylie Lawrence

[REDACTED]

[REDACTED]

**From:** Begum Tuncay [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 10:09 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.

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Yours sincerely,

Begum Tuncay

[REDACTED]

**From:** kate raffin [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 10:07 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) and straight out good common sense.

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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Yours sincerely,

kate raffin

[REDACTED]

[REDACTED]

**From:** Deirdre Harvey [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 10:04 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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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,

Deirdre Harvey

[REDACTED]

[REDACTED]

**From:** Michelle Vasconcelos [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 9:58 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.

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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.

Yours sincerely,

Michelle Vasconcelos

[REDACTED]

[REDACTED]

**From:** Sharon Tandy [REDACTED] >  
**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

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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,

Sharon Tandy

[REDACTED]

[REDACTED]

**From:** [REDACTED] >  
**Sent:** Thursday, 28 January 2016 2:26 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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).

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 stated objectives for WestConnex, including the New M5, were contrived to fit the project after it had already been announced. Even so, WestConnex fails to meet them. For example, it will cause irreversible biodiversity loss, rather than minimising impacts to biodiversity. It will reduce social and visual amenity across the route. It will worsen regional air quality. Perhaps most critically for WestConnex, it will actively worsen congestion in many parts of Sydney, and make little impact on congestion across the rest of the city.

I strongly object to the fact that AECOM, which has a record of failed traffic modeling and other WestConnex contracts that depend on this project going ahead, has been paid \$13 million of taxpayer money to complete this EIS. What's more, this EIS is of extremely poor quality, and filled with errors, basic omissions, superficial analyses, and opaque modeling.

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.

In fact the whole WestConnex has 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.

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. Why would this project be the exception to this norm?

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was only done past two intersections after the end of the project. Even so, this EIS still makes it clear that this project will provide no solution to traffic congestion, as it shows 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. It also shows that many already congested roads along the route will get worse, including those around the St Peters Interchange, Bexley, Rockdale, Kingsgrove and Brighton-Le-Sands.

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. What is even more worrying is that the proponent now concedes that it cannot make this model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS fails to assess this.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities will take place for up to 24 hours per day, seven days a week. 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.

Tunnelling would cause vibration and damage to homes. The EIS says it will only be for a “short period”, but does not say what this short period is. 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.

In cities like Sydney, traffic-based air pollution is a major contributor to total air pollution. The international experience with road projects like this is that they encourage more traffic. There are more cars, and more people use them, and indeed this is what the EIS predicts with its large forecasted rise in vehicle kilometers travelled (VKT). This is bad for population health in Sydney, not just the areas immediately surrounding this project.

There is overwhelming international evidence now from organisations like the World Health Organisation (WHO) that shows that traffic-based air pollution increases the number of heart attacks and strokes people have. It increases deaths from heart disease, and respiratory disease. There is some new evidence from WHO that links this pollution to impaired lung growth in children and diabetes. These health effects occur both with long-term exposure and repeated short-term exposure, and there is no safe level of exposure to this pollution.

The air quality study in this EIS shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to the project's surface roads and unfiltered stacks. Drivers in the long tunnels are also likely to experience high levels of exposure, particularly those on motorbikes. It is unacceptable for the NSW Government to deliberately place the health of citizens at risk in this way.

As well, the assessment of air quality and noise impacts in this EIS are completely dependent on the traffic modelling. But the traffic modeling used in this study cannot be independently verified, is extremely limited in scope, is dependent on other unfunded and unplanned toll road projects going ahead (e.g. Sydney Gateway and southern extension), and appears to be based on overly optimistic usage predictions. For this reason, the air, noise, social impacts and health risk assessments in this EIS cannot be regarded as reliable.

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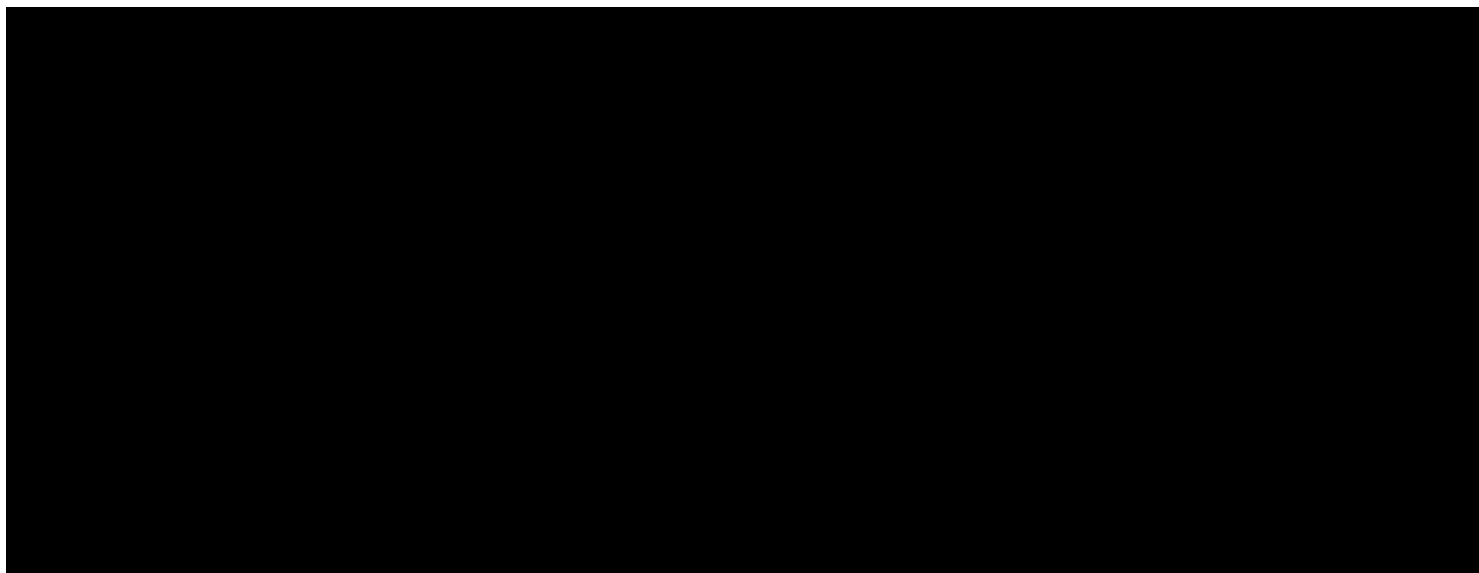
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There is overwhelming international evidence now from organisations like the World Health Organisation (WHO) that shows that traffic-based air pollution increases the number of heart attacks and strokes people have. It increases deaths from heart disease, and respiratory disease. There is some new evidence from WHO that links this pollution to impaired lung growth in children and diabetes. These health effects occur both with long-term exposure and repeated short-term exposure, and there is no safe level of exposure to this pollution.

The air quality study in this EIS shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to the project's surface roads and unfiltered stacks. Drivers in the long tunnels are also likely to experience high levels of exposure, particularly those on motorbikes. It is unacceptable for the NSW Government to deliberately place the health of citizens at risk in this way.

As well, the assessment of air quality and noise impacts in this EIS are completely dependent on the traffic modelling. But the traffic modeling used in this study cannot be independently verified, is extremely limited in scope, is dependent on other unfunded and unplanned toll road projects going ahead (e.g. Sydney Gateway and southern extension), and appears to be based on overly optimistic usage predictions. For this reason, the air, noise, social impacts and health risk assessments in this EIS cannot be regarded as reliable.

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I am aware that independent traffic experts have not access to full information about the assumptions on which traffic modelling. The proponents must be instructed to fully respond to independent experts who have been commissioned by Councils or are academic researchers and to make their models available. AECOM and RMS openly admit that they have collaborated on the modelling. Their claims must be fully and independently scrutinised. When the living conditions of thousands of residents and billions of dollars of public money are at stake, it is not acceptable for a government department or private company to keep such a model secret.

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.

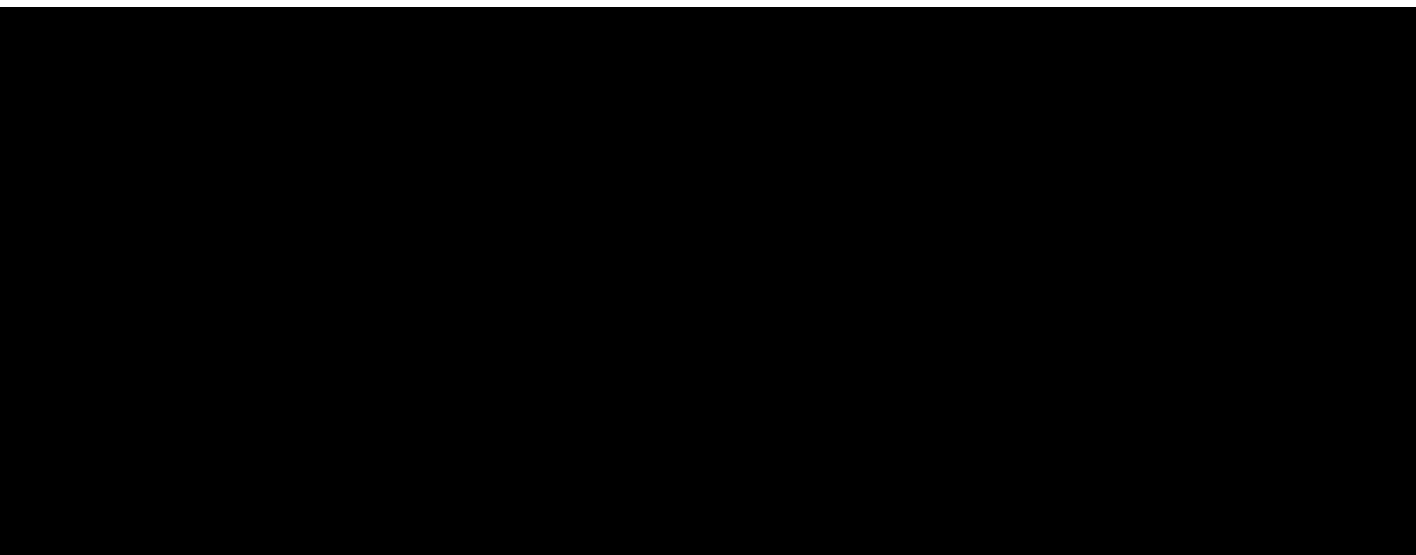
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The social impact study also fails to assess the impact of this project on other communities that will be deeply affected. For example, the proponents and AECOM have not consulted properly with the community on and around Stoney Creek Road, nor informed residents that WestConnex has a plan that will make congestion and air quality worse in their neighbourhood.

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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.

Yours sincerely,

A small black rectangular box redacting the signature.A large black rectangular box redacting the main body of the letter.

**From:** Brendan James [REDACTED]  
**Sent:** Thursday, 28 January 2016 2:24 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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).

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 stated objectives for WestConnex, including the New M5, were contrived to fit the project after it had already been announced. Even so, WestConnex fails to meet them. For example, it will cause irreversible biodiversity loss, rather than minimising impacts to biodiversity. It will reduce social and visual amenity across the route. It will worsen regional air quality. Perhaps most critically for WestConnex, it will actively worsen congestion in many parts of Sydney, and make little impact on congestion across the rest of the city.

I strongly object to the fact that AECOM, which has a record of failed traffic modeling and other WestConnex contracts that depend on this project going ahead, has been paid \$13 million of taxpayer money to complete this EIS. What's more, this EIS is of extremely poor quality, and filled with errors, basic omissions, superficial analyses, and opaque modeling.

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.

In fact the whole WestConnex has 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.



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. Why would this project be the exception to this norm?

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Brendan James

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED] >  
**Sent:** Thursday, 28 January 2016 2:17 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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

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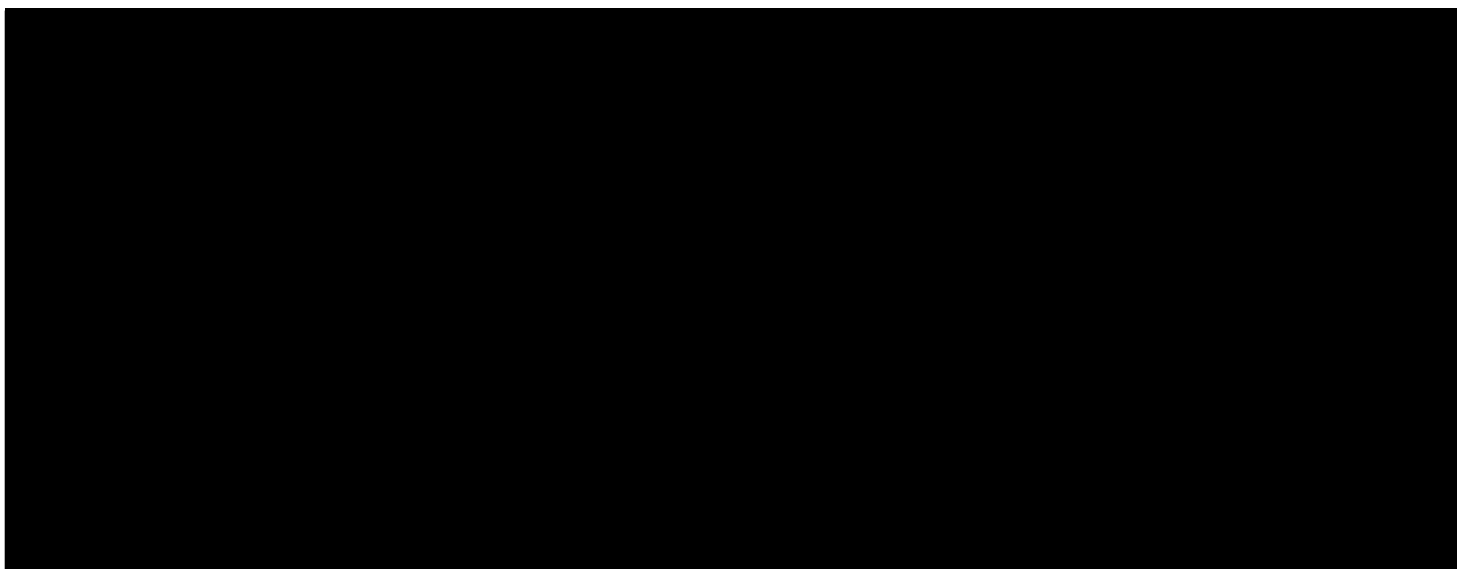
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**From:** Isabella Roxburgh [REDACTED] >  
**Sent:** Thursday, 28 January 2016 2:13 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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 a former resident of Newtown, I have no doubt that WestConnex will have a negative impact on the local community, the biodiversity, and the quality of life for those in the area.

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Yours sincerely,

Isabella Roxburgh

[REDACTED]

[REDACTED]

**From:** Keren Moran [REDACTED] >  
**Sent:** Thursday, 28 January 2016 2:09 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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**Sent:** Thursday, 28 January 2016 2:08 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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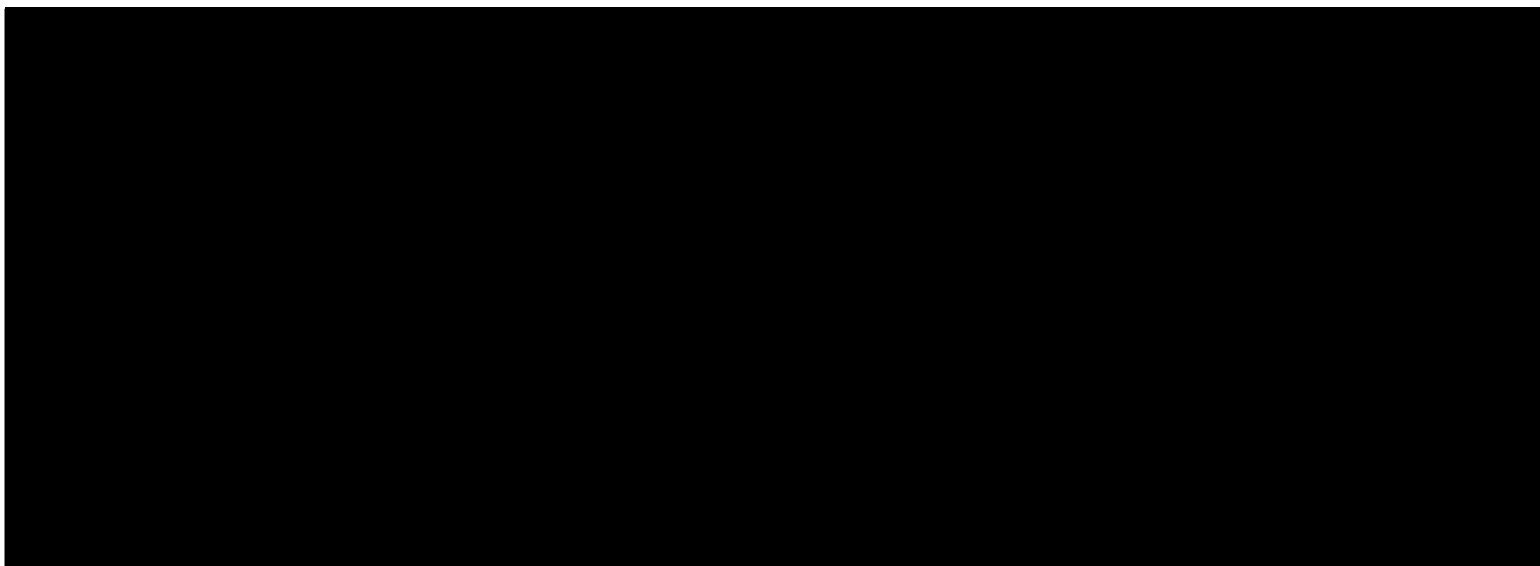
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WestConnex comes at not only a huge cost that is blowing out at the rate of over \$2 billion a year. It also comes with a massive opportunity cost. The \$16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed – not just in western Sydney, but many parts of regional NSW. If this \$16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

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[REDACTED]

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**From:** Kathy O'Connor [REDACTED] >  
**Sent:** Thursday, 28 January 2016 2:07 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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.

The stated objectives for WestConnex, including the New M5, were contrived to fit the project after it had already been announced. Even so, WestConnex fails to meet them. For example, it will cause irreversible biodiversity loss, rather than minimising impacts to biodiversity. It will reduce social and visual amenity across the route. It will worsen regional air quality. Perhaps most critically for WestConnex, it will actively worsen congestion in many parts of Sydney, and make little impact on congestion across the rest of the city.

I strongly object to the fact that AECOM, which has a record of failed traffic modeling and other WestConnex contracts that depend on this project going ahead, has been paid \$13 million of taxpayer money to complete this EIS. What's more, this EIS is of extremely poor quality, and filled with errors, basic omissions, superficial analyses, and opaque modeling.

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.

In fact the whole WestConnex has 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.

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. Why would this project be the exception to this norm?

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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. What is even more worrying is that the proponent now concedes that it cannot make this model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS fails to assess this.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities will take place for up to 24 hours per day, seven days a week. 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.

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In cities like Sydney, traffic-based air pollution is a major contributor to total air pollution. The international experience with road projects like this is that they encourage more traffic. There are more cars, and more people use them, and indeed this is what the EIS predicts with its large forecasted rise in vehicle kilometers travelled (VKT). This is bad for population health in Sydney, not just the areas immediately surrounding this project.

There is overwhelming international evidence now from organisations like the World Health Organisation (WHO) that shows that traffic-based air pollution increases the number of heart attacks and strokes people have. It increases deaths from heart disease, and respiratory disease. There is some new evidence from WHO that links this pollution to impaired lung growth in children and diabetes. These health effects occur both with long-term exposure and repeated short-term exposure, and there is no safe level of exposure to this pollution.

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As well, the assessment of air quality and noise impacts in this EIS are completely dependent on the traffic modelling. But the traffic modeling used in this study cannot be independently verified, is extremely limited in scope, is dependent on other unfunded and unplanned toll road projects going ahead (e.g. Sydney Gateway and southern extension), and appears to be based on overly optimistic usage predictions. For this reason, the air, noise, social impacts and health risk assessments in this EIS cannot be regarded as reliable.

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This EIS also completely fails to consider negative impacts of the whole project – for example, total loss of vegetation – while relying on unproven, unplanned positive benefits for the whole project to justify its existence.

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Kathy O'Connor

[REDACTED]

[REDACTED]

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**Sent:** Thursday, 28 January 2016 2:06 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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**Sent:** Thursday, 28 January 2016 2:06 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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Yours sincerely,

Liisa Pallandi

[REDACTED]

[REDACTED]

**From:** Peter Ricketson [REDACTED]  
**Sent:** Thursday, 28 January 2016 2:03 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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

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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. What is even more worrying is that the proponent now concedes that it cannot make this model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS fails to assess this.

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[REDACTED]

[REDACTED]

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**Sent:** Thursday, 28 January 2016 2:02 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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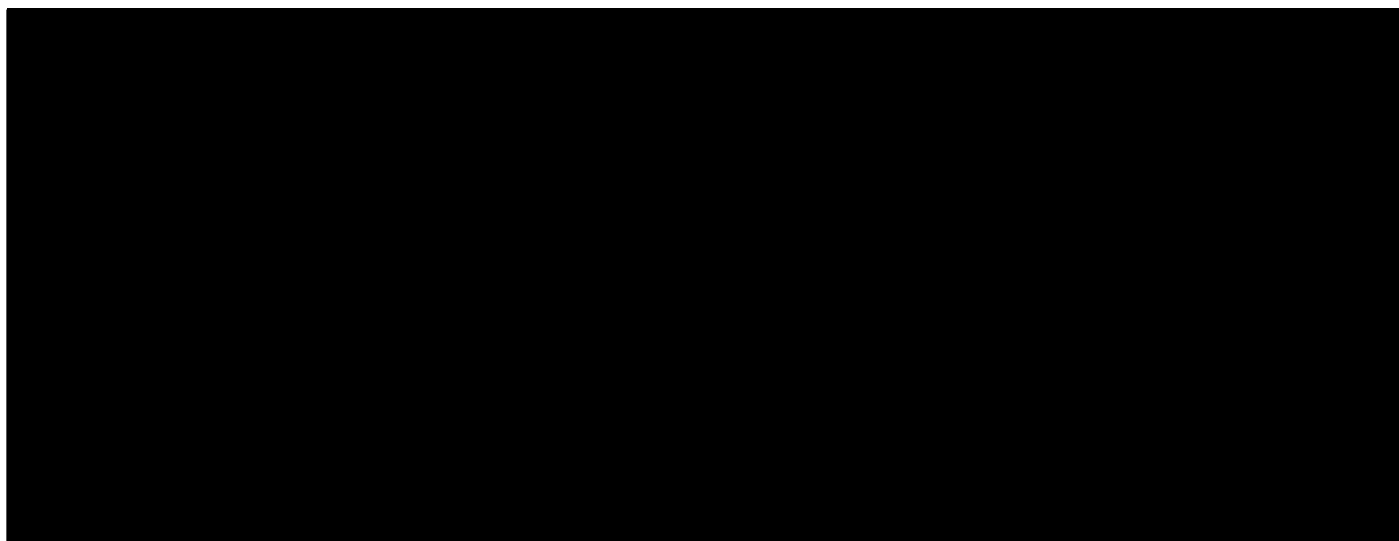
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Yours sincerely,

A small black rectangular box redacting the signature.A large black rectangular box redacting the main body of the letter.

[REDACTED]

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**From:** Vanessa Gentle [REDACTED] >  
**Sent:** Thursday, 28 January 2016 1:48 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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

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Vanessa Gentle

[REDACTED]

[REDACTED]

**From:** Robert Alibrandi [REDACTED]  
**Sent:** Thursday, 28 January 2016 1:45 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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

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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. What is even more worrying is that the proponent now concedes that it cannot make this model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS fails to assess this.

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**Sent:** Thursday, 28 January 2016 1:39 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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This EIS shows hundreds of homes along the project route will experience noise during construction and operation at unsafe levels that can damage health. In fact the real impact is likely to be far worse than the results provided in this EIS, because noise monitoring was only done at Beverly Hills and St Peters. 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 unreliable.

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 \$16.8 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.

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.

This EIS also completely fails to consider negative impacts of the whole project – for example, total loss of vegetation – while relying on unproven, unplanned positive benefits for the whole project to justify its existence.

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 local 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, as is the destruction of other vital community parks along the route.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the project route 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.

I am aware that independent traffic experts have not access to full information about the assumptions on which traffic modelling. The proponents must be instructed to fully respond to independent experts who have been commissioned by Councils or are academic researchers and to make their models available. AECOM and RMS openly admit that they have collaborated on the modelling. Their claims must be fully and independently scrutinised. When the living conditions of thousands of residents and billions of dollars of public money are at stake, it is not acceptable for a government department or private company to keep such a model secret.

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 arrogant social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – 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.

The social impact study also fails to assess the impact of this project on other communities that will be deeply affected. For example, the proponents and AECOM have not consulted properly with the community on and around Stoney Creek Road, nor informed residents that WestConnex has a plan that will make congestion and air quality worse in their neighbourhood.

WestConnex comes at not only a huge cost that is blowing out at the rate of over \$2 billion a year. It also comes with a massive opportunity cost. The \$16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed – not just in western Sydney, but many parts of regional NSW. If this \$16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

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,

Kurt Brinschwitz

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** Deana Efraemson [REDACTED] >  
**Sent:** Thursday, 28 January 2016 1:35 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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).

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 stated objectives for WestConnex, including the New M5, were contrived to fit the project after it had already been announced. Even so, WestConnex fails to meet them. For example, it will cause irreversible biodiversity loss, rather than minimising impacts to biodiversity. It will reduce social and visual amenity across the route. It will worsen regional air quality. Perhaps most critically for WestConnex, it will actively worsen congestion in many parts of Sydney, and make little impact on congestion across the rest of the city.

I strongly object to the fact that AECOM, which has a record of failed traffic modeling and other WestConnex contracts that depend on this project going ahead, has been paid \$13 million of taxpayer money to complete this EIS. What's more, this EIS is of extremely poor quality, and filled with errors, basic omissions, superficial analyses, and opaque modeling.

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.

In fact the whole WestConnex has 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.

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. Why would this project be the exception to this norm?

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was only done past two intersections after the end of the project. Even so, this EIS still makes it clear that this project will provide no solution to traffic congestion, as it shows 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. It also shows that many already congested roads along the route will get worse, including those around the St Peters Interchange, Bexley, Rockdale, Kingsgrove and Brighton-Le-Sands.

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. What is even more worrying is that the proponent now concedes that it cannot make this model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS fails to assess this.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities will take place for up to 24 hours per day, seven days a week. 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.

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In cities like Sydney, traffic-based air pollution is a major contributor to total air pollution. The international experience with road projects like this is that they encourage more traffic. There are more cars, and more people use them, and indeed this is what the EIS predicts with its large forecasted rise in vehicle kilometers travelled (VKT). This is bad for population health in Sydney, not just the areas immediately surrounding this project.

There is overwhelming international evidence now from organisations like the World Health Organisation (WHO) that shows that traffic-based air pollution increases the number of heart attacks and strokes people have. It increases deaths from heart disease, and respiratory disease. There is some new evidence from WHO that links this pollution to impaired lung growth in children and diabetes. These health effects occur both with long-term exposure and repeated short-term exposure, and there is no safe level of exposure to this pollution.

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Yours sincerely,

Deana Efraemson

[REDACTED]

**From:** Kittie Wilks [REDACTED]  
**Sent:** Thursday, 28 January 2016 1:33 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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

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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.

Yours sincerely,

Kittie Wilks

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 27 January 2016 7:39 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 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.

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.

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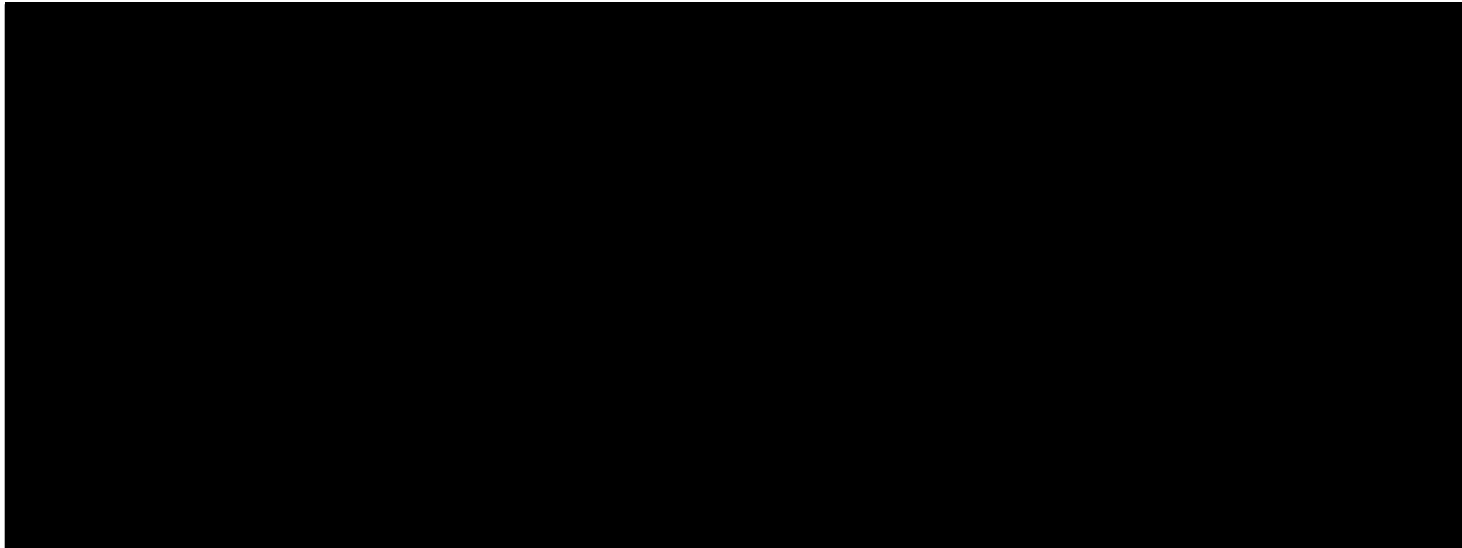
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[REDACTED]

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**From:** Glenn Chalk [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 7:36 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

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Yours sincerely,

Glenn Chalk

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**Sent:** Wednesday, 27 January 2016 7:32 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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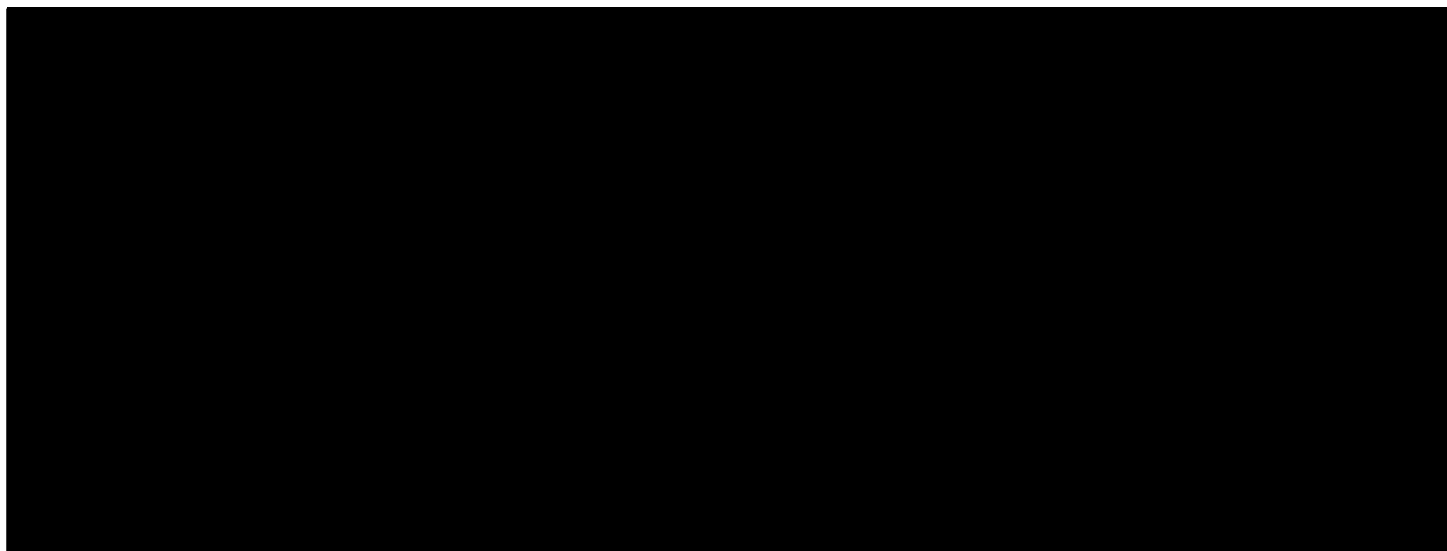
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**Sent:** Wednesday, 27 January 2016 7:27 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

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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.

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,

Lauren Hamilton

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 27 January 2016 7:22 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

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**Sent:** Wednesday, 27 January 2016 7:20 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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Robert Pavlacic

[REDACTED]

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**Sent:** Wednesday, 27 January 2016 7:20 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

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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.

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,

Valerie Briggs

[REDACTED]

[REDACTED]

**From:** Enerca Cheung [REDACTED]  
**Sent:** Wednesday, 27 January 2016 7:17 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, 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.

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 an 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.

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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 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.

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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.

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Yours sincerely,

Enerca Cheung

[REDACTED]

[REDACTED]

**From:** Anna Battersby [REDACTED]  
**Sent:** Wednesday, 27 January 2016 7:16 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

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Yours sincerely,

Anna Battersby

**From:** [REDACTED]  
**Sent:** Wednesday, 27 January 2016 7:16 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

Here in Melbourne we sacked a Liberal Government for a similar roads proposal - the East West Link. Westconnex is much much WORSE proposal than EWL! Look forward to losing your jobs over this bit of shonky work.

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**From:** Nola Engel [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 7:15 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).

This project is reflective of the short term thinking, lack of transparency and deference to big business which currently pervades political action at both state and federal levels.

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.

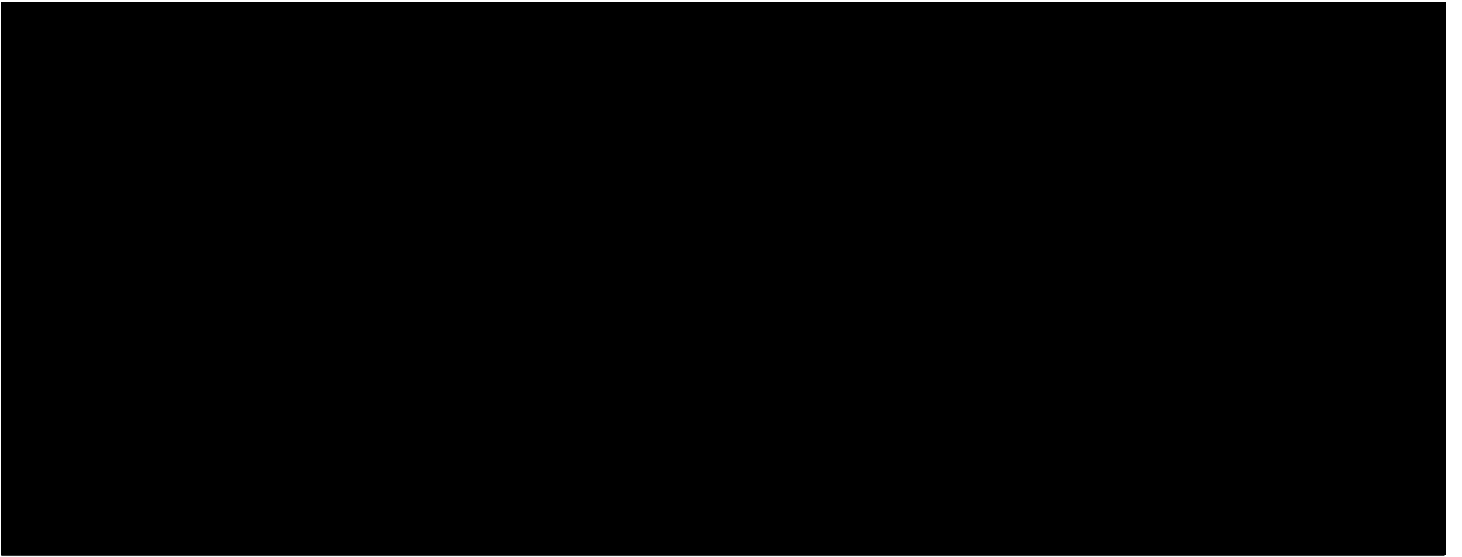
There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

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,

Nola Engel

[REDACTED]



**From:** Ross Elliott [REDACTED]  
**Sent:** Wednesday, 27 January 2016 7:15 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, 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.

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,

Ross Elliott

[REDACTED]

[REDACTED]

**From:** Kris Glavan [REDACTED]  
**Sent:** Wednesday, 27 January 2016 7:12 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, 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.

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.

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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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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.

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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.

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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.

Yours sincerely,

Kris Glavan



**From:** Maka Webdter [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 8:04 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

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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.

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Maka Webdter

[REDACTED]

[REDACTED]

**From:** diana musa [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 8:04 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

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It is a clear agenda for the government to rush the westconnex and accompanying road widening efforts through despite public outcry. It is so rushed the government only talks about people sitting in cars on the M4 and M5 and how the westconnex will save them time. More cars on the road in this day and age is a massive step backwards and the government has no time or empathy for the people in harms way and the bushland, mature trees and animals that will die as a result. Our health will be severely impacted These things should be off limits. I can't believe the government thinks its more important to spend 18 billion dollars (when it should be budgeting and spending wisely) on a road that I can't even imagine using when it could use its imagination to help Sydney become the public transport capital of the world.

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Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

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**Sent:** Wednesday, 27 January 2016 8:03 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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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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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.

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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.

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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,

TERESE Gore

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** Joanna Moutevelis [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 8:00 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.

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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.

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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.

Yours sincerely,

Joanna Moutevelis

[REDACTED]

[REDACTED]

**From:** Ian Martin [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 7:59 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). Public transport including heavy rail to service the airport and other freight must be funded instead of this project which defies common sense and will destroy inner city suburbs such as Camperdown and Newtown.

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.

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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.

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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.

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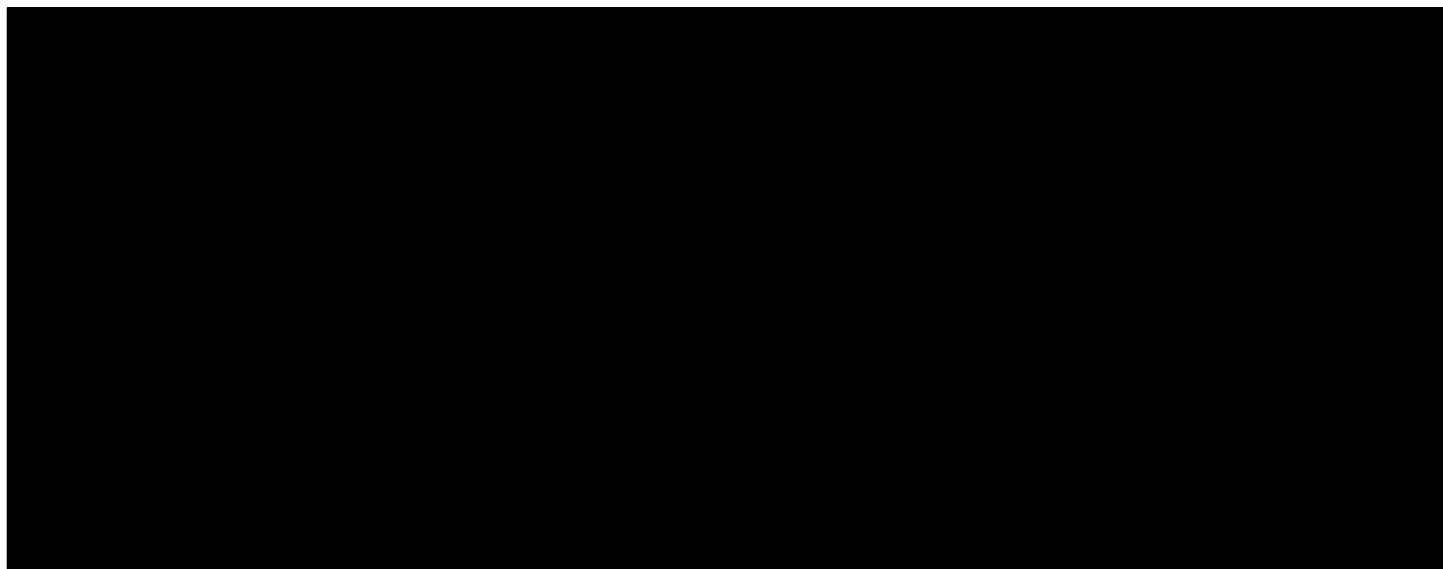
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Ian Martin



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**Sent:** Wednesday, 27 January 2016 7:59 PM  
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**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

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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 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,

Caroline Lemic

[REDACTED]

[REDACTED]

**From:** Josie Smith [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 7:54 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.

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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 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.

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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.

Yours sincerely,

Josie Smith

[REDACTED]

[REDACTED]



[REDACTED]

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**From:** Donna Mulholland [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 7:48 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

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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.

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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,

Donna Mulholland

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** Jason Moutney [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 7:45 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

The environmental impact statement should not be ignored; WestConnex is an expensive disaster waiting to happen. I strongly object to this project.

While other cities are tearing motorways down, we stick with WestConnex, which will increase air pollution and traffic for thousands of residents and workers, and expose NSW taxpayers to unacceptably high levels of financial risk.

My own street, Edgeware Road, will bear the brunt of traffic coming from the St Peters interchange, while the nearby shopping strip of King Street, Newtown will be at risk of failure when the inevitable 24-hour clearway is built.

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.

Like most toll roads, there is a good chance the revenues projected will fall short of expectations: with the inevitable taxpayer buy out required to bail out whatever financier has placed such a caveat in their contract.

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. Edgeware Road and King Streets will be destroyed by this proposal.

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.

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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,

Jason Moutney

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** Dr Susan Moore [REDACTED]  
**Sent:** Wednesday, 27 January 2016 7:43 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

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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).

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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.

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Yours sincerely,

Susan Moore

[REDACTED]

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**Sent:** Wednesday, 27 January 2016 7:43 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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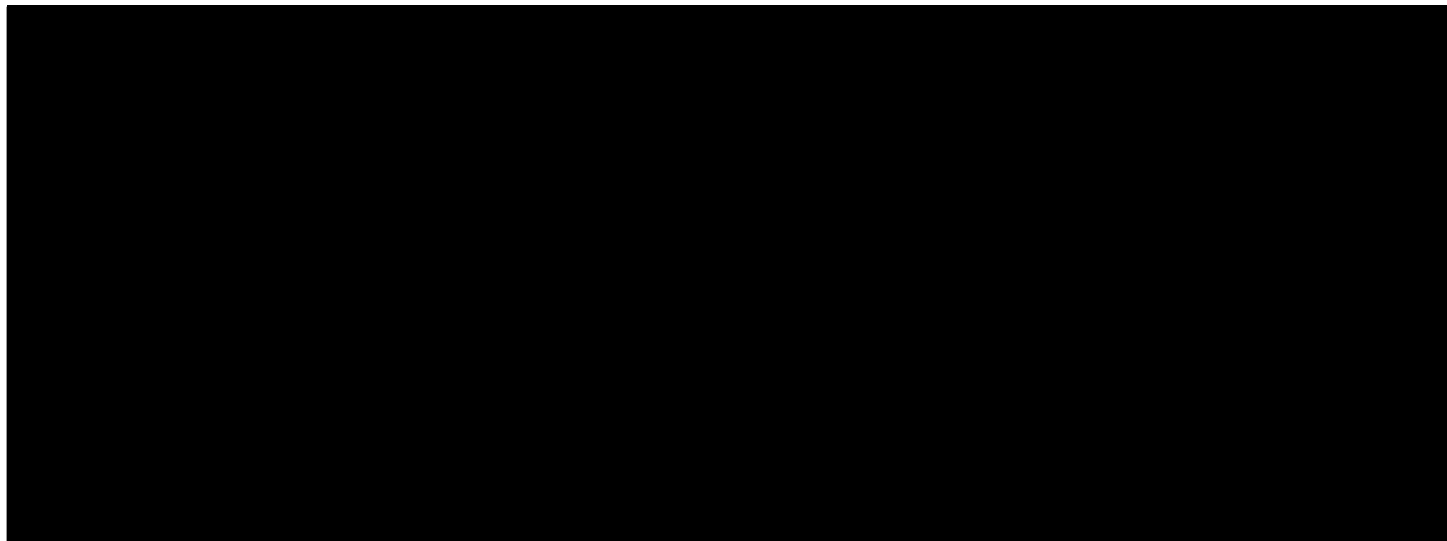
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**From:** Annabel Palfreeman [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 7:41 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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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,

Annabel Palfreeman

[REDACTED]

[REDACTED]

**From:** [REDACTED] >  
**Sent:** Thursday, 28 January 2016 11:58 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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.

The stated objectives for WestConnex, including the New M5, were contrived to fit the project after it had already been announced. Even so, WestConnex fails to meet them. For example, it will cause irreversible biodiversity loss, rather than minimising impacts to biodiversity. It will reduce social and visual amenity across the route. It will worsen regional air quality. Perhaps most critically for WestConnex, it will actively worsen congestion in many parts of Sydney, and make little impact on congestion across the rest of the city.

I strongly object to the fact that AECOM, which has a record of failed traffic modeling and other WestConnex contracts that depend on this project going ahead, has been paid \$13 million of taxpayer money to complete this EIS. What's more, this EIS is of extremely poor quality, and filled with errors, basic omissions, superficial analyses, and opaque modeling.

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.

In fact the whole WestConnex has 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.

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. Why would this project be the exception to this norm?

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was only done past two intersections after the end of the project. Even so, this EIS still makes it clear that this project will provide no solution to traffic congestion, as it shows 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. It also shows that many already congested roads along the route will get worse, including those around the St Peters Interchange, Bexley, Rockdale, Kingsgrove and Brighton-Le-Sands.

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. What is even more worrying is that the proponent now concedes that it cannot make this model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS fails to assess this.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities will take place for up to 24 hours per day, seven days a week. 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.

Tunnelling would cause vibration and damage to homes. The EIS says it will only be for a “short period”, but does not say what this short period is. 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.

In cities like Sydney, traffic-based air pollution is a major contributor to total air pollution. The international experience with road projects like this is that they encourage more traffic. There are more cars, and more people use them, and indeed this is what the EIS predicts with its large forecasted rise in vehicle kilometers travelled (VKT). This is bad for population health in Sydney, not just the areas immediately surrounding this project.

There is overwhelming international evidence now from organisations like the World Health Organisation (WHO) that shows that traffic-based air pollution increases the number of heart attacks and strokes people have. It increases deaths from heart disease, and respiratory disease. There is some new evidence from WHO that links this pollution to impaired lung growth in children and diabetes. These health effects occur both with long-term exposure and repeated short-term exposure, and there is no safe level of exposure to this pollution.

The air quality study in this EIS shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to the project's surface roads and unfiltered stacks. Drivers in the long tunnels are also likely to experience high levels of exposure, particularly those on motorbikes. It is unacceptable for the NSW Government to deliberately place the health of citizens at risk in this way.

As well, the assessment of air quality and noise impacts in this EIS are completely dependent on the traffic modelling. But the traffic modeling used in this study cannot be independently verified, is extremely limited in scope, is dependent on other unfunded and unplanned toll road projects going ahead (e.g. Sydney Gateway and southern extension), and appears to be based on overly optimistic usage predictions. For this reason, the air, noise, social impacts and health risk assessments in this EIS cannot be regarded as reliable.

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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 \$16.8 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.

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.

This EIS also completely fails to consider negative impacts of the whole project – for example, total loss of vegetation – while relying on unproven, unplanned positive benefits for the whole project to justify its existence.

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 local 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, as is the destruction of other vital community parks along the route.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the project route 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.

I am aware that independent traffic experts have not access to full information about the assumptions on which traffic modelling. The proponents must be instructed to fully respond to independent experts who have been commissioned by Councils or are academic researchers and to make their models available. AECOM and RMS openly admit that they have collaborated on the modelling. Their claims must be fully and independently scrutinised. When the living conditions of thousands of residents and billions of dollars of public money are at stake, it is not acceptable for a government department or private company to keep such a model secret.

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The arrogant social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – 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.

The social impact study also fails to assess the impact of this project on other communities that will be deeply affected. For example, the proponents and AECOM have not consulted properly with the community on and around Stoney Creek Road, nor informed residents that WestConnex has a plan that will make congestion and air quality worse in their neighbourhood.

WestConnex comes at not only a huge cost that is blowing out at the rate of over \$2 billion a year. It also comes with a massive opportunity cost. The \$16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed – not just in western Sydney, but many parts of regional NSW. If this \$16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

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[REDACTED]

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**From:** Josie Drevon [REDACTED] >  
**Sent:** Thursday, 28 January 2016 11:53 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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Josie Drevon

[REDACTED]

[REDACTED]

**From:** Luis Ramalhosa [REDACTED]  
**Sent:** Thursday, 28 January 2016 11:52 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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Yours sincerely,

Luis Ramalhosa

[REDACTED]



**From:** Norman Keshan [REDACTED] >  
**Sent:** Thursday, 28 January 2016 11:51 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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

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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. What is even more worrying is that the proponent now concedes that it cannot make this model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS fails to assess this.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities will take place for up to 24 hours per day, seven days a week. 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.

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In cities like Sydney, traffic-based air pollution is a major contributor to total air pollution. The international experience with road projects like this is that they encourage more traffic. There are more cars, and more people use them, and indeed this is what the EIS predicts with its large forecasted rise in vehicle kilometers travelled (VKT). This is bad for population health in Sydney, not just the areas immediately surrounding this project.

There is overwhelming international evidence now from organisations like the World Health Organisation (WHO) that shows that traffic-based air pollution increases the number of heart attacks and strokes people have. It increases deaths from heart disease, and respiratory disease. There is some new evidence from WHO that links this pollution to impaired lung growth in children and diabetes. These health effects occur both with long-term exposure and repeated short-term exposure, and there is no safe level of exposure to this pollution.

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Norman Keshan

[REDACTED]

[REDACTED]

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**Sent:** Thursday, 28 January 2016 11:50 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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Yours sincerely,

Kai Raisbeck

[REDACTED]

[REDACTED]

**From:** Deanna Chaaban [REDACTED] >  
**Sent:** Thursday, 28 January 2016 11:49 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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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.

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WestConnex comes at not only a huge cost that is blowing out at the rate of over \$2 billion a year. It also comes with a massive opportunity cost. The \$16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed – not just in western Sydney, but many parts of regional NSW. If this \$16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

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,

Deanna Chaaban

[REDACTED]

[REDACTED]

**From:** [REDACTED] >  
**Sent:** Thursday, 28 January 2016 11:47 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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

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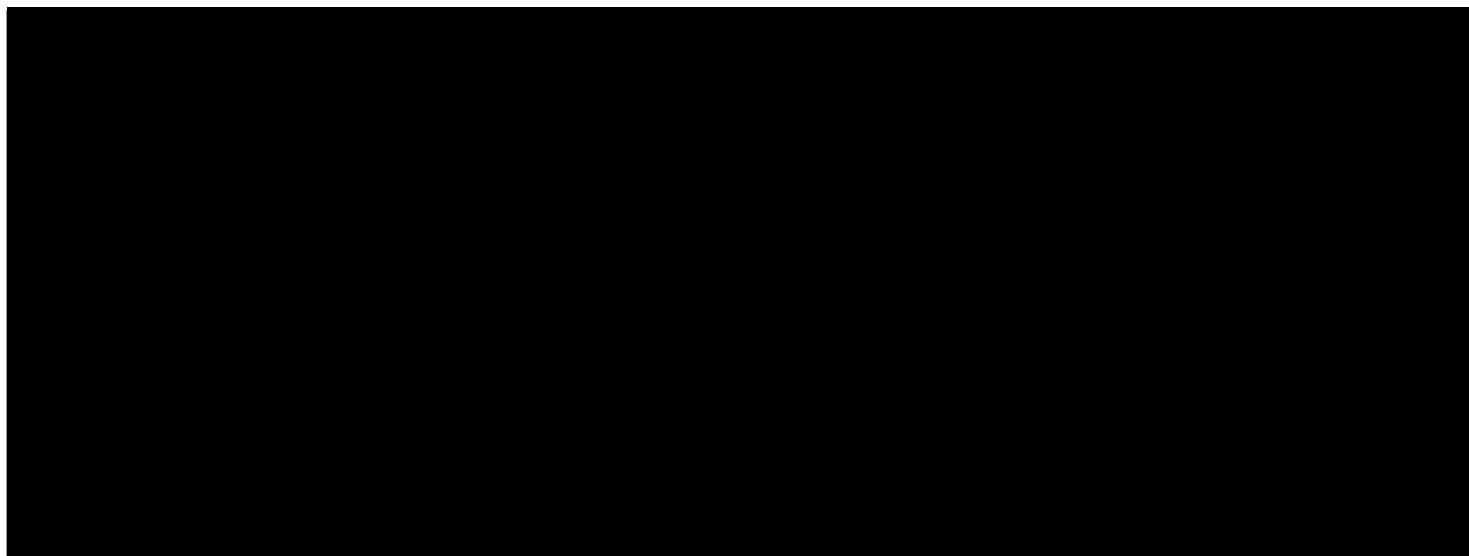
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[REDACTED]

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**Sent:** Thursday, 28 January 2016 11:47 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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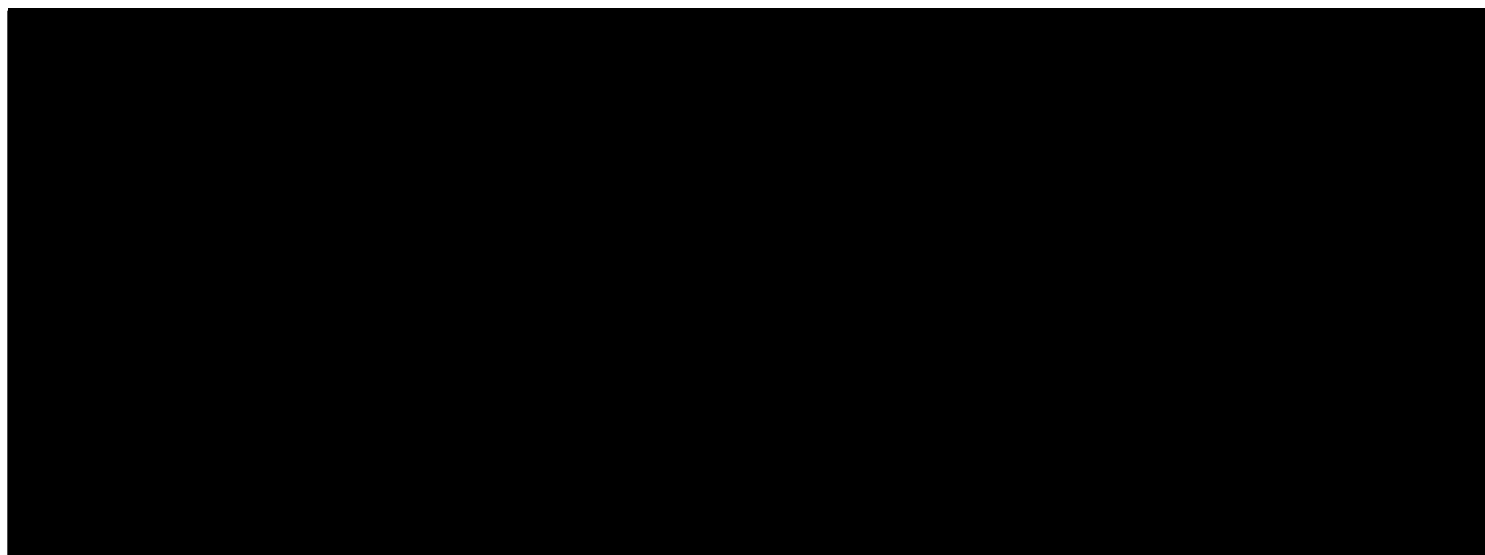
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[REDACTED]

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**From:** Rita Sarkis [REDACTED] >  
**Sent:** Thursday, 28 January 2016 11:46 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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Yours sincerely,

Rita Sarkis

[REDACTED]

[REDACTED]

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**From:** [REDACTED] >  
**Sent:** Thursday, 28 January 2016 11:45 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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mary wong

[REDACTED]

[REDACTED]



[REDACTED]

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**To:** DPE CSE Information Planning Mailbox  
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In fact the whole WestConnex has 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.

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. Why would this project be the exception to this norm?

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was only done past two intersections after the end of the project. Even so, this EIS still makes it clear that this project will provide no solution to traffic congestion, as it shows 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. It also shows that many already congested roads along the route will get worse, including those around the St Peters Interchange, Bexley, Rockdale, Kingsgrove and Brighton-Le-Sands.

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. What is even more worrying is that the proponent now concedes that it cannot make this model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS fails to assess this.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities will take place for up to 24 hours per day, seven days a week. 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.

Tunnelling would cause vibration and damage to homes. The EIS says it will only be for a “short period”, but does not say what this short period is. 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.

In cities like Sydney, traffic-based air pollution is a major contributor to total air pollution. The international experience with road projects like this is that they encourage more traffic. There are more cars, and more people use them, and indeed this is what the EIS predicts with its large forecasted rise in vehicle kilometers travelled (VKT). This is bad for population health in Sydney, not just the areas immediately surrounding this project.

There is overwhelming international evidence now from organisations like the World Health Organisation (WHO) that shows that traffic-based air pollution increases the number of heart attacks and strokes people have. It increases deaths from heart disease, and respiratory disease. There is some new evidence from WHO that links this pollution to impaired lung growth in children and diabetes. These health effects occur both with long-term exposure and repeated short-term exposure, and there is no safe level of exposure to this pollution.

The air quality study in this EIS shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to the project's surface roads and unfiltered stacks. Drivers in the long tunnels are also likely to experience high levels of exposure, particularly those on motorbikes. It is unacceptable for the NSW Government to deliberately place the health of citizens at risk in this way.

As well, the assessment of air quality and noise impacts in this EIS are completely dependent on the traffic modelling. But the traffic modeling used in this study cannot be independently verified, is extremely limited in scope, is dependent on other unfunded and unplanned toll road projects going ahead (e.g. Sydney Gateway and southern extension), and appears to be based on overly optimistic usage predictions. For this reason, the air, noise, social impacts and health risk assessments in this EIS cannot be regarded as reliable.

The analysis of alternatives provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. I strongly object to this superficial 'analysis', which consists of little more than bald claims rather than a serious investigation of how alternatives such as improved public transport, better traffic management and freight on rail could reduce congestion more effectively than the WestConnex New M5.

This EIS shows hundreds of homes along the project route will experience noise during construction and operation at unsafe levels that can damage health. In fact the real impact is likely to be far worse than the results provided in this EIS, because noise monitoring was only done at Beverly Hills and St Peters. 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 unreliable.

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 \$16.8 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.

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.

This EIS also completely fails to consider negative impacts of the whole project – for example, total loss of vegetation – while relying on unproven, unplanned positive benefits for the whole project to justify its existence.

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 local 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, as is the destruction of other vital community parks along the route.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the project route 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.

I am aware that independent traffic experts have not access to full information about the assumptions on which traffic modelling. The proponents must be instructed to fully respond to independent experts who have been commissioned by Councils or are academic researchers and to make their models available. AECOM and RMS openly admit that they have collaborated on the modelling. Their claims must be fully and independently scrutinised. When the living conditions of thousands of residents and billions of dollars of public money are at stake, it is not acceptable for a government department or private company to keep such a model secret.

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 arrogant social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – 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.

The social impact study also fails to assess the impact of this project on other communities that will be deeply affected. For example, the proponents and AECOM have not consulted properly with the community on and around Stoney Creek Road, nor informed residents that WestConnex has a plan that will make congestion and air quality worse in their neighbourhood.

WestConnex comes at not only a huge cost that is blowing out at the rate of over \$2 billion a year. It also comes with a massive opportunity cost. The \$16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed – not just in western Sydney, but many parts of regional NSW. If this \$16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

In short, there is a lack of transparency, innovation, environmental concern and general lack of statesmanship that is most concerning in this age we live in.

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,

Isobel Deane

[REDACTED]

[REDACTED]

**From:** Jessica Anscombe [REDACTED]  
**Sent:** Thursday, 28 January 2016 11:41 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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).

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 stated objectives for WestConnex, including the New M5, were contrived to fit the project after it had already been announced. Even so, WestConnex fails to meet them. For example, it will cause irreversible biodiversity loss, rather than minimising impacts to biodiversity. It will reduce social and visual amenity across the route. It will worsen regional air quality. Perhaps most critically for WestConnex, it will actively worsen congestion in many parts of Sydney, and make little impact on congestion across the rest of the city.

I strongly object to the fact that AECOM, which has a record of failed traffic modeling and other WestConnex contracts that depend on this project going ahead, has been paid \$13 million of taxpayer money to complete this EIS. What's more, this EIS is of extremely poor quality, and filled with errors, basic omissions, superficial analyses, and opaque modeling.

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.

In fact the whole WestConnex has 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.

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. Why would this project be the exception to this norm?

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was only done past two intersections after the end of the project. Even so, this EIS still makes it clear that this project will provide no solution to traffic congestion, as it shows 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. It also shows that many already congested roads along the route will get worse, including those around the St Peters Interchange, Bexley, Rockdale, Kingsgrove and Brighton-Le-Sands.

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. What is even more worrying is that the proponent now concedes that it cannot make this model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS fails to assess this.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities will take place for up to 24 hours per day, seven days a week. 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.

Tunnelling would cause vibration and damage to homes. The EIS says it will only be for a “short period”, but does not say what this short period is. 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.

In cities like Sydney, traffic-based air pollution is a major contributor to total air pollution. The international experience with road projects like this is that they encourage more traffic. There are more cars, and more people use them, and indeed this is what the EIS predicts with its large forecasted rise in vehicle kilometers travelled (VKT). This is bad for population health in Sydney, not just the areas immediately surrounding this project.

There is overwhelming international evidence now from organisations like the World Health Organisation (WHO) that shows that traffic-based air pollution increases the number of heart attacks and strokes people have. It increases deaths from heart disease, and respiratory disease. There is some new evidence from WHO that links this pollution to impaired lung growth in children and diabetes. These health effects occur both with long-term exposure and repeated short-term exposure, and there is no safe level of exposure to this pollution.

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As well, the assessment of air quality and noise impacts in this EIS are completely dependent on the traffic modelling. But the traffic modeling used in this study cannot be independently verified, is extremely limited in scope, is dependent on other unfunded and unplanned toll road projects going ahead (e.g. Sydney Gateway and southern extension), and appears to be based on overly optimistic usage predictions. For this reason, the air, noise, social impacts and health risk assessments in this EIS cannot be regarded as reliable.

The analysis of alternatives provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. I strongly object to this superficial 'analysis', which consists of little more than bald claims rather than a serious investigation of how alternatives such as improved public transport, better traffic management and freight on rail could reduce congestion more effectively than the WestConnex New M5.

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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 \$16.8 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.

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.

This EIS also completely fails to consider negative impacts of the whole project – for example, total loss of vegetation – while relying on unproven, unplanned positive benefits for the whole project to justify its existence.

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 local 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, as is the destruction of other vital community parks along the route.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the project route 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.

I am aware that independent traffic experts have not access to full information about the assumptions on which traffic modelling. The proponents must be instructed to fully respond to independent experts who have been commissioned by Councils or are academic researchers and to make their models available. AECOM and RMS openly admit that they have collaborated on the modelling. Their claims must be fully and independently scrutinised. When the living conditions of thousands of residents and billions of dollars of public money are at stake, it is not acceptable for a government department or private company to keep such a model secret.

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 arrogant social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – 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.

The social impact study also fails to assess the impact of this project on other communities that will be deeply affected. For example, the proponents and AECOM have not consulted properly with the community on and around Stoney Creek Road, nor informed residents that WestConnex has a plan that will make congestion and air quality worse in their neighbourhood.

WestConnex comes at not only a huge cost that is blowing out at the rate of over \$2 billion a year. It also comes with a massive opportunity cost. The \$16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed – not just in western Sydney, but many parts of regional NSW. If this \$16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

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,

Jessica Anscombe

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED] [REDACTED] >  
**Sent:** Thursday, 28 January 2016 9:47 AM  
**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.

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 modelling, 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.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

In fact the whole WestConnex has been characterised by a lack of transparency and accountability and secrecy. 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.

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. The flaws and optimistic assumptions in the traffic modeling also 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).

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.

Far from easing congestion, this project will worsen it by pouring traffic onto the local road network in the inner west, western and south-west Sydney. For example, even the project proponents admit that only 80% of the traffic expected to pour out of the St Peters Interchange can be absorbed within the existing road network. No attempt is made in this EIS to assess how this issue will be dealt with if the M4-M5 link, Sydney Gateway and Southern Extension are not built. Considering none of these projects are currently designed, and at least some are unfunded, this is an extremely serious failing.

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.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities. 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. There are also no clear plans in this EIS to show 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.

Tunnelling would cause vibration and damage to homes. The EIS says it will only be for a “short period”, but does not say what this short period is. In some cases, tunnels and tunnelling 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. Many residents along the proposed route are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. I note that there is no safe level of exposure to fine particulate matter, and I wholeheartedly reject any project that would sacrifice the health of some citizens in order to deliver unproven and highly disputed 'benefits' to others.

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 provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. 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.

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.

In addition, the noise monitoring performed in this EIS has been too limited to properly assess the massive noise that will be generated by construction and operation of this project, and the impact it will have on the hundreds of thousands of Sydney residents who would be exposed to and affected by it.

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.

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.

There is already flooding at St Peters during heavy rainfalls. Councils have already found that the flooding modelling is not acceptable for the M4 East and the same approach has been used for the New M5.

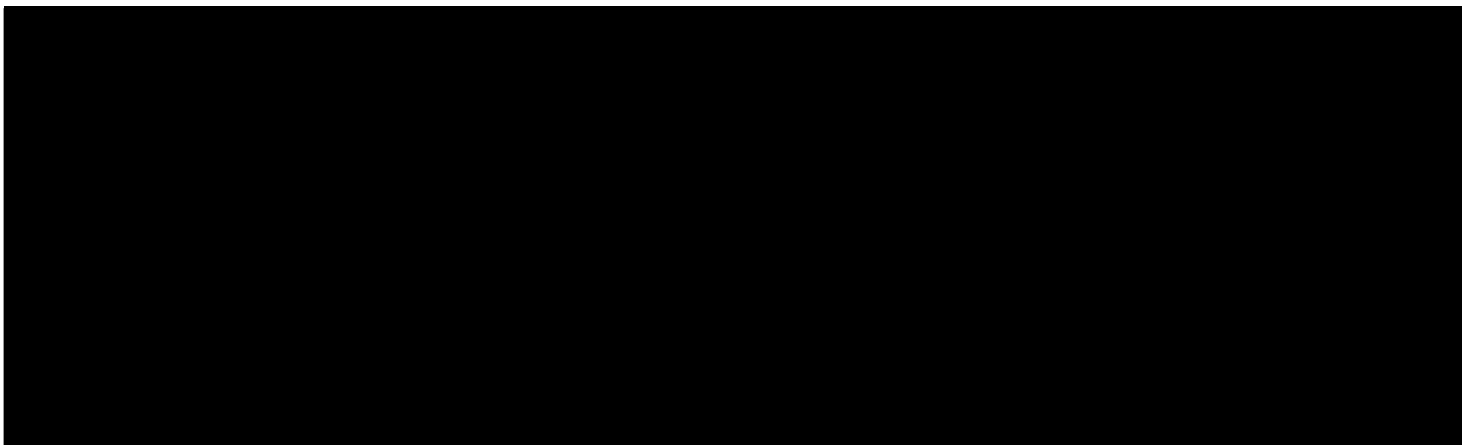
The proponent has lied about how much of Sydney Park was needed for the New M5. It is disgraceful that the City Council only became aware that some of its land would be acquired well after this EIS was lodged. Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. Other parks such as Beverly Grove Park, the M5 Linear Park, Camdenville Park will also be permanently or temporarily destroyed, along with thousands of trees along the route. The NSW government should be preserving green space and vegetation, not destroying it.

I am aware that independent traffic experts have not access to full information about the assumptions on which traffic modelling. The proponents must be instructed to fully respond to independent experts who have been commissioned by Councils or are academic researchers and to make their models available. AECOM and RMS openly admit that they have collaborated on the modelling. Their claims must be fully and independently scrutinised. When the living conditions of thousands of residents and billions of dollars of public money are at stake, it is not acceptable for a government department or private company to keep such a model secret.

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.

If this project and other parts of WestConnex go ahead, western and south-west Sydney residents 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.





[REDACTED]

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**From:** Alison McKeown [REDACTED] >  
**Sent:** Thursday, 28 January 2016 9:42 AM  
**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.

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In fact the whole WestConnex has been characterised by a lack of transparency and accountability and secrecy. 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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In addition, the noise monitoring performed in this EIS has been too limited to properly assess the massive noise that will be generated by construction and operation of this project, and the impact it will have on the hundreds of thousands of Sydney residents who would be exposed to and affected by it.

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,

Alison McKeown

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[REDACTED]

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**From:** Keith Graham [REDACTED] >  
**Sent:** Thursday, 28 January 2016 9:41 AM  
**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

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Yours sincerely,

Keith Graham

[REDACTED]





**From:** Bridget Charter [REDACTED]  
**Sent:** Thursday, 28 January 2016 9:41 AM  
**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

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Bridget Charter

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[REDACTED]



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**From:** Aydan Taylor [REDACTED] >  
**Sent:** Thursday, 28 January 2016 9:39 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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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.

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In addition, the noise monitoring performed in this EIS has been too limited to properly assess the massive noise that will be generated by construction and operation of this project, and the impact it will have on the hundreds of thousands of Sydney residents who would be exposed to and affected by it.

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Yours sincerely,

Aydan Taylor

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[REDACTED]

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**From:** Jon Okeby [REDACTED] >  
**Sent:** Thursday, 28 January 2016 9:39 AM  
**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

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Jon Okeby

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[REDACTED]

**From:** James Stevens [REDACTED] >  
**Sent:** Thursday, 28 January 2016 9:35 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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[REDACTED]



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**Sent:** Thursday, 28 January 2016 9:34 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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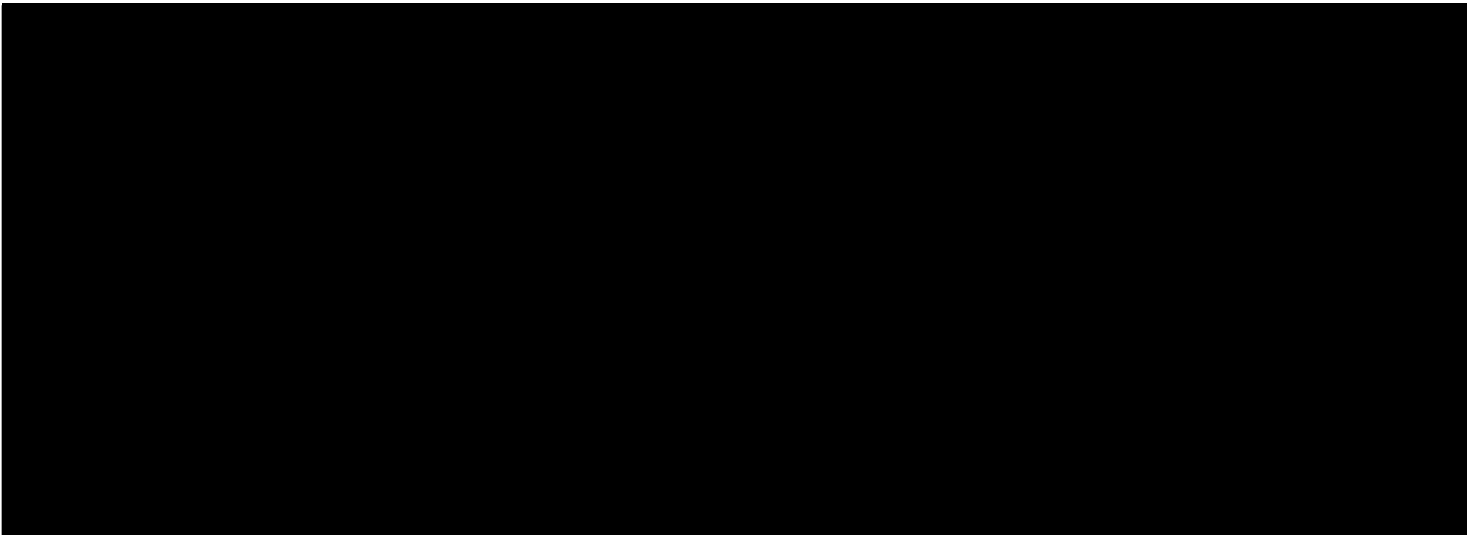
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I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Marie Rachwan

■■■■■ ■■■■■ ■■■■■



**From:** Maia Marsh [REDACTED]  
**Sent:** Thursday, 28 January 2016 9:33 AM  
**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

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In fact the whole WestConnex has been characterised by a lack of transparency and accountability and secrecy. 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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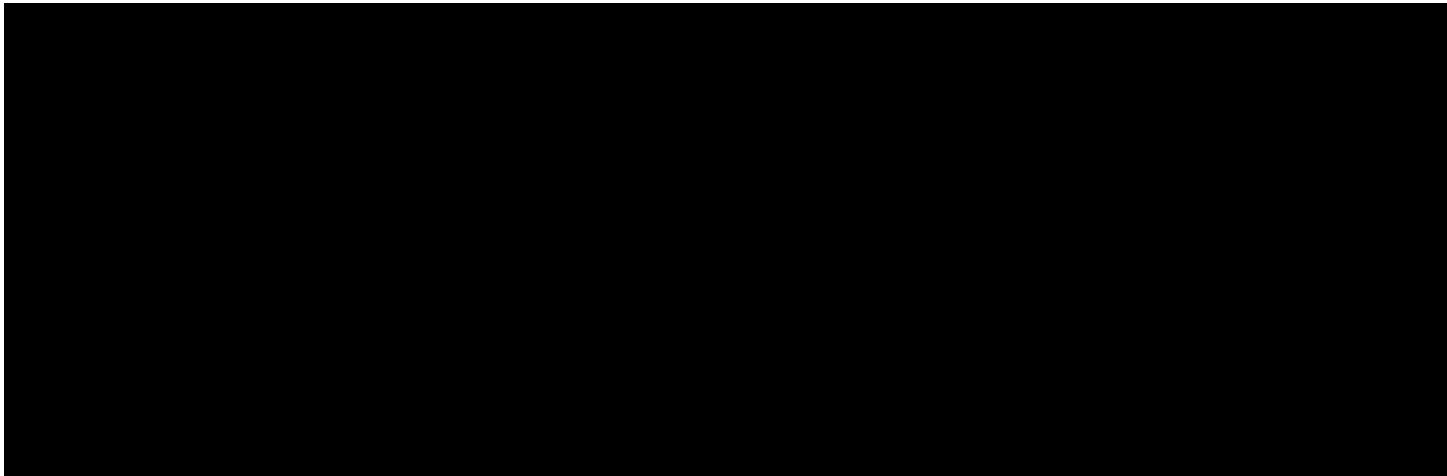
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Maia Marsh

[REDACTED]



[REDACTED]

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**From:** jenny easterbrook [REDACTED]  
**Sent:** Thursday, 28 January 2016 9:32 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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jenny easterbrook

11444 • J. Neurosci., November 11, 2009 • 29(45):11438–11444



[REDACTED]

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**From:** paul.flanagan <[REDACTED]>  
**Sent:** Thursday, 28 January 2016 9:30 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**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. There are also no clear plans in this EIS to show 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.

Tunnelling would cause vibration and damage to homes. The EIS says it will only be for a “short period”, but does not say what this short period is. In some cases, tunnels and tunnelling would take place around 20m below people’s

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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.

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In addition, the noise monitoring performed in this EIS has been too limited to properly assess the massive noise that will be generated by construction and operation of this project, and the impact it will have on the hundreds of thousands of Sydney residents who would be exposed to and affected by it.

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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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.

If this project and other parts of WestConnex go ahead, western and south-west Sydney residents 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,

paul flanagan

████████████████





[REDACTED]

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**From:** Kate Coconis [REDACTED] >  
**Sent:** Thursday, 28 January 2016 9:25 AM  
**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.

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 modelling, 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.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

In fact the whole WestConnex has been characterised by a lack of transparency and accountability and secrecy. 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.

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. The flaws and optimistic assumptions in the traffic modeling also 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).

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Yours sincerely,

Kate Coconis

[REDACTED]



**From:** Carly Crowley [REDACTED]  
**Sent:** Thursday, 28 January 2016 9:24 AM  
**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

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Yours sincerely,

Carly Crowley

████████████████████



[REDACTED]

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**From:** [REDACTED] >  
**Sent:** Thursday, 28 January 2016 9:23 AM  
**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).

As someone who is directly affected by this project I have conducted detailed research into these kinds of projects. I find it extremely disturbing the the NSW government is pursuing this project so ruthlessly when 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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The air quality study shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to surface roads. Many residents along the proposed route are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. I note that there is no safe level of exposure to fine particulate matter, and I wholeheartedly reject any project that would sacrifice the health of some citizens in order to deliver unproven and highly disputed ‘benefits’ to others.

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 provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. 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.

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.

In addition, the noise monitoring performed in this EIS has been too limited to properly assess the massive noise that will be generated by construction and operation of this project, and the impact it will have on the hundreds of thousands of Sydney residents who would be exposed to and affected by it.

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.

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.

There is already flooding at St Peters during heavy rainfalls. Councils have already found that the flooding modelling is not acceptable for the M4 East and the same approach has been used for the New M5.

The proponent 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. Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. Other parks such as Beverly Grove Park, the M5 Linear Park, Camdenville Park will also be permanently or temporarily destroyed, along with thousands of trees along the route. The NSW government should be preserving green space and vegetation, not destroying it.

I am aware that independent traffic experts have not access to full information about the assumptions on which traffic modelling. The proponents must be instructed to fully respond to independent experts who have been commissioned by Councils or are academic researchers and to make their models available. AECOM and RMS openly admit that they have collaborated on the modelling. Their claims must be fully and independently scrutinised. When the living conditions of thousands of residents and billions of dollars of public money are at stake, it is not acceptable for a government department or private company to keep such a model secret.

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.

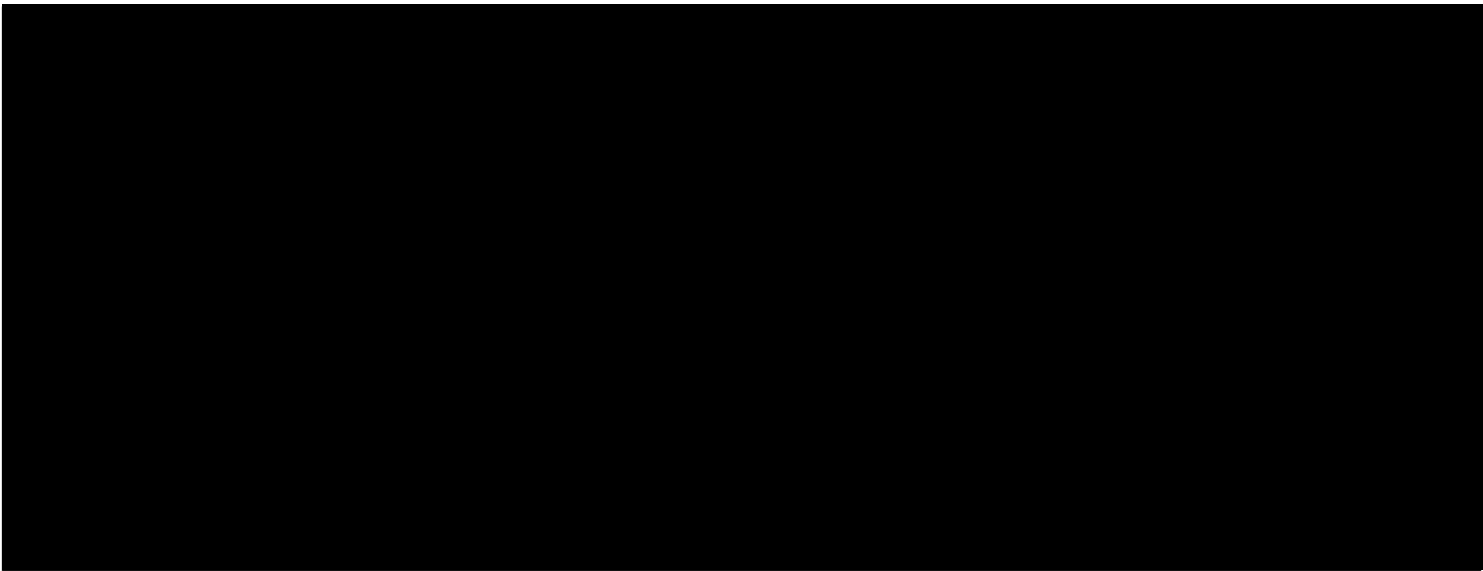
If this project and other parts of WestConnex go ahead, western and south-west Sydney residents will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport 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,

[REDACTED]

[REDACTED]





**From:** [REDACTED] >  
**Sent:** Thursday, 28 January 2016 12:26 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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 strongly object to the fact that AECOM, which has a record of failed traffic modeling and other WestConnex contracts that depend on this project going ahead, has been paid \$13 million of taxpayer money to complete this EIS. What's more, this EIS is of extremely poor quality, and filled with errors, basic omissions, superficial analyses, and opaque modeling.

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.

In fact the whole WestConnex has 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.

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. Why would this project be the exception to this norm?

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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. What is even more worrying is that the proponent now concedes that it cannot make this model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS fails to assess this.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities will take place for up to 24 hours per day, seven days a week. 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.

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In cities like Sydney, traffic-based air pollution is a major contributor to total air pollution. The international experience with road projects like this is that they encourage more traffic. There are more cars, and more people use them, and indeed this is what the EIS predicts with its large forecasted rise in vehicle kilometers travelled (VKT). This is bad for population health in Sydney, not just the areas immediately surrounding this project.

There is overwhelming international evidence now from organisations like the World Health Organisation (WHO) that shows that traffic-based air pollution increases the number of heart attacks and strokes people have. It increases deaths from heart disease, and respiratory disease. There is some new evidence from WHO that links this pollution to impaired lung growth in children and diabetes. These health effects occur both with long-term exposure and repeated short-term exposure, and there is no safe level of exposure to this pollution.

The air quality study in this EIS shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to the project's surface roads and unfiltered stacks. Drivers in the long tunnels are also likely to experience high levels of exposure, particularly those on motorbikes. It is unacceptable for the NSW Government to deliberately place the health of citizens at risk in this way.

As well, the assessment of air quality and noise impacts in this EIS are completely dependent on the traffic modelling. But the traffic modeling used in this study cannot be independently verified, is extremely limited in scope, is dependent on other unfunded and unplanned toll road projects going ahead (e.g. Sydney Gateway and southern extension), and appears to be based on overly optimistic usage predictions. For this reason, the air, noise, social impacts and health risk assessments in this EIS cannot be regarded as reliable.

The analysis of alternatives provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. I strongly object to this superficial 'analysis', which consists of little more than bald claims rather than a serious investigation of how alternatives such as improved public transport, better traffic management and freight on rail could reduce congestion more effectively than the WestConnex New M5.

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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 \$16.8 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.

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.

This EIS also completely fails to consider negative impacts of the whole project – for example, total loss of vegetation – while relying on unproven, unplanned positive benefits for the whole project to justify its existence.

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 local 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, as is the destruction of other vital community parks along the route.

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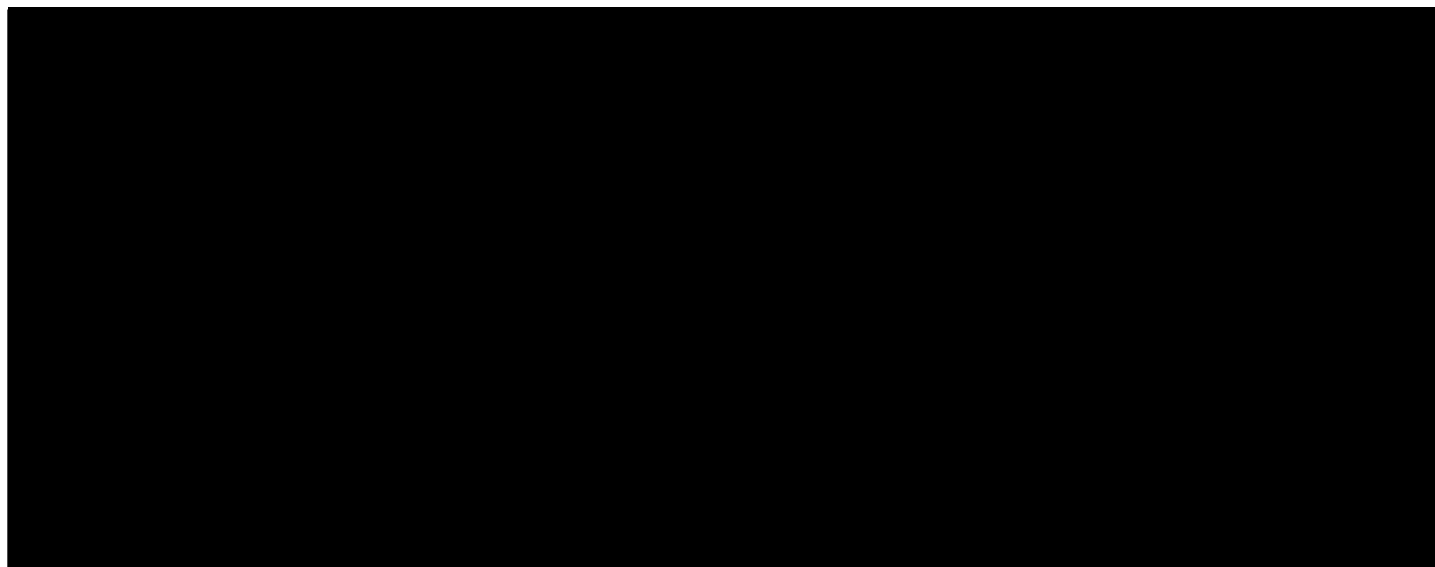
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The arrogant social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for their homes and businesses, 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.

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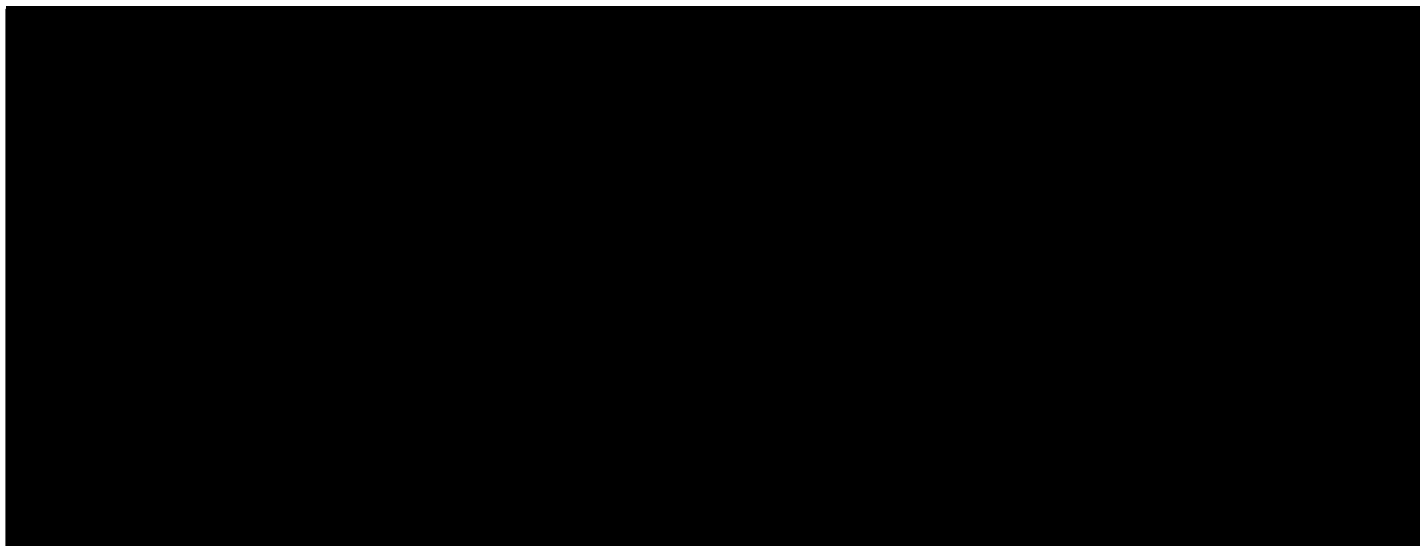
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Tim Armitage

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[REDACTED]

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**Sent:** Thursday, 28 January 2016 12:23 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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[REDACTED]

[REDACTED]

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**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**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 and other WestConnex contracts that depend on this project going ahead, has been paid \$13 million of taxpayer money to complete this EIS. What's more, this EIS is of extremely poor quality, and filled with errors, basic omissions, superficial analyses, and opaque modeling.

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.

In fact the whole WestConnex has 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.

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. Why would this project be the exception to this norm?

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was only done past two intersections after the end of the project. Even so, this EIS still makes it clear that this project will provide no solution to traffic congestion, as it shows 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. It also shows that many already congested roads along the route will get worse, including those around the St Peters Interchange, Bexley, Rockdale, Kingsgrove and Brighton-Le-Sands.

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. What is even more worrying is that the proponent now concedes that it cannot make this model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS fails to assess this.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities will take place for up to 24 hours per day, seven days a week. 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.

Tunnelling would cause vibration and damage to homes. The EIS says it will only be for a “short period”, but does not say what this short period is. 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.

In cities like Sydney, traffic-based air pollution is a major contributor to total air pollution. The international experience with road projects like this is that they encourage more traffic. There are more cars, and more people use them, and indeed this is what the EIS predicts with its large forecasted rise in vehicle kilometers travelled (VKT). This is bad for population health in Sydney, not just the areas immediately surrounding this project.

There is overwhelming international evidence now from organisations like the World Health Organisation (WHO) that shows that traffic-based air pollution increases the number of heart attacks and strokes people have. It increases deaths from heart disease, and respiratory disease. There is some new evidence from WHO that links this pollution to impaired lung growth in children and diabetes. These health effects occur both with long-term exposure and repeated short-term exposure, and there is no safe level of exposure to this pollution.

The air quality study in this EIS shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to the project's surface roads and unfiltered stacks. Drivers in the long tunnels are also likely to experience high levels of exposure, particularly those on motorbikes. It is unacceptable for the NSW Government to deliberately place the health of citizens at risk in this way.

As well, the assessment of air quality and noise impacts in this EIS are completely dependent on the traffic modelling. But the traffic modeling used in this study cannot be independently verified, is extremely limited in scope, is dependent on other unfunded and unplanned toll road projects going ahead (e.g. Sydney Gateway and southern extension), and appears to be based on overly optimistic usage predictions. For this reason, the air, noise, social impacts and health risk assessments in this EIS cannot be regarded as reliable.

The analysis of alternatives provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. I strongly object to this superficial 'analysis', which consists of little more than bald claims rather than a serious investigation of how alternatives such as improved public transport, better traffic management and freight on rail could reduce congestion more effectively than the WestConnex New M5.

This EIS shows hundreds of homes along the project route will experience noise during construction and operation at unsafe levels that can damage health. In fact the real impact is likely to be far worse than the results provided in this EIS, because noise monitoring was only done at Beverly Hills and St Peters. 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 unreliable.

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 \$16.8 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.

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.

This EIS also completely fails to consider negative impacts of the whole project – for example, total loss of vegetation – while relying on unproven, unplanned positive benefits for the whole project to justify its existence.

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 local 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, as is the destruction of other vital community parks along the route.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the project route 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.

I am aware that independent traffic experts have not access to full information about the assumptions on which traffic modelling. The proponents must be instructed to fully respond to independent experts who have been commissioned by Councils or are academic researchers and to make their models available. AECOM and RMS openly admit that they have collaborated on the modelling. Their claims must be fully and independently scrutinised. When the living conditions of thousands of residents and billions of dollars of public money are at stake, it is not acceptable for a government department or private company to keep such a model secret.

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 arrogant social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – 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.

The social impact study also fails to assess the impact of this project on other communities that will be deeply affected. For example, the proponents and AECOM have not consulted properly with the community on and around Stoney Creek Road, nor informed residents that WestConnex has a plan that will make congestion and air quality worse in their neighbourhood.

WestConnex comes at not only a huge cost that is blowing out at the rate of over \$2 billion a year. It also comes with a massive opportunity cost. The \$16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed – not just in western Sydney, but many parts of regional NSW. If this \$16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

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:** Shikha Chandna [REDACTED]  
**Sent:** Thursday, 28 January 2016 12:20 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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).

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 stated objectives for WestConnex, including the New M5, were contrived to fit the project after it had already been announced. Even so, WestConnex fails to meet them. For example, it will cause irreversible biodiversity loss, rather than minimising impacts to biodiversity. It will reduce social and visual amenity across the route. It will worsen regional air quality. Perhaps most critically for WestConnex, it will actively worsen congestion in many parts of Sydney, and make little impact on congestion across the rest of the city.

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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 local 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, as is the destruction of other vital community parks along the route.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the project route 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.

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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.

The arrogant social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – 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.

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WestConnex comes at not only a huge cost that is blowing out at the rate of over \$2 billion a year. It also comes with a massive opportunity cost. The \$16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed – not just in western Sydney, but many parts of regional NSW. If this \$16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

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,

Shikha Chandna

[REDACTED]

[REDACTED]

**From:** frankie piper [REDACTED]  
**Sent:** Thursday, 28 January 2016 12:19 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.

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 modelling, 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.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

In fact the whole WestConnex has been characterised by a lack of transparency and accountability and secrecy. 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.

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. The flaws and optimistic assumptions in the traffic modeling also 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).

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.

Far from easing congestion, this project will worsen it by pouring traffic onto the local road network in the inner west, western and south-west Sydney. For example, even the project proponents admit that only 80% of the traffic expected to pour out of the St Peters Interchange can be absorbed within the existing road network. No attempt is made in this EIS to assess how this issue will be dealt with if the M4-M5 link, Sydney Gateway and Southern Extension are not built. Considering none of these projects are currently designed, and at least some are unfunded, this is an extremely serious failing.

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.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities. 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. There are also no clear plans in this EIS to show 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.

Tunnelling would cause vibration and damage to homes. The EIS says it will only be for a “short period”, but does not say what this short period is. In some cases, tunnels and tunnelling 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. Many residents along the proposed route are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. I note that there is no safe level of exposure to fine particulate matter, and I wholeheartedly reject any project that would sacrifice the health of some citizens in order to deliver unproven and highly disputed 'benefits' to others.

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 provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. 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.

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.

In addition, the noise monitoring performed in this EIS has been too limited to properly assess the massive noise that will be generated by construction and operation of this project, and the impact it will have on the hundreds of thousands of Sydney residents who would be exposed to and affected by it.

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.

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.

There is already flooding at St Peters during heavy rainfalls. Councils have already found that the flooding modelling is not acceptable for the M4 East and the same approach has been used for the New M5.

The proponent 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. Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. Other parks such as Beverly Grove Park, the M5 Linear Park, Camdenville Park will also be permanently or temporarily destroyed, along with thousands of trees along the route. The NSW government should be preserving green space and vegetation, not destroying it.

I am aware that independent traffic experts have not access to full information about the assumptions on which traffic modelling. The proponents must be instructed to fully respond to independent experts who have been commissioned by Councils or are academic researchers and to make their models available. AECOM and RMS openly admit that they have collaborated on the modelling. Their claims must be fully and independently scrutinised. When the living conditions of thousands of residents and billions of dollars of public money are at stake, it is not acceptable for a government department or private company to keep such a model secret.

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.

If this project and other parts of WestConnex go ahead, western and south-west Sydney residents 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,

frankie@[REDACTED]piper

[REDACTED]





**From:** [REDACTED] >  
**Sent:** Thursday, 28 January 2016 12:11 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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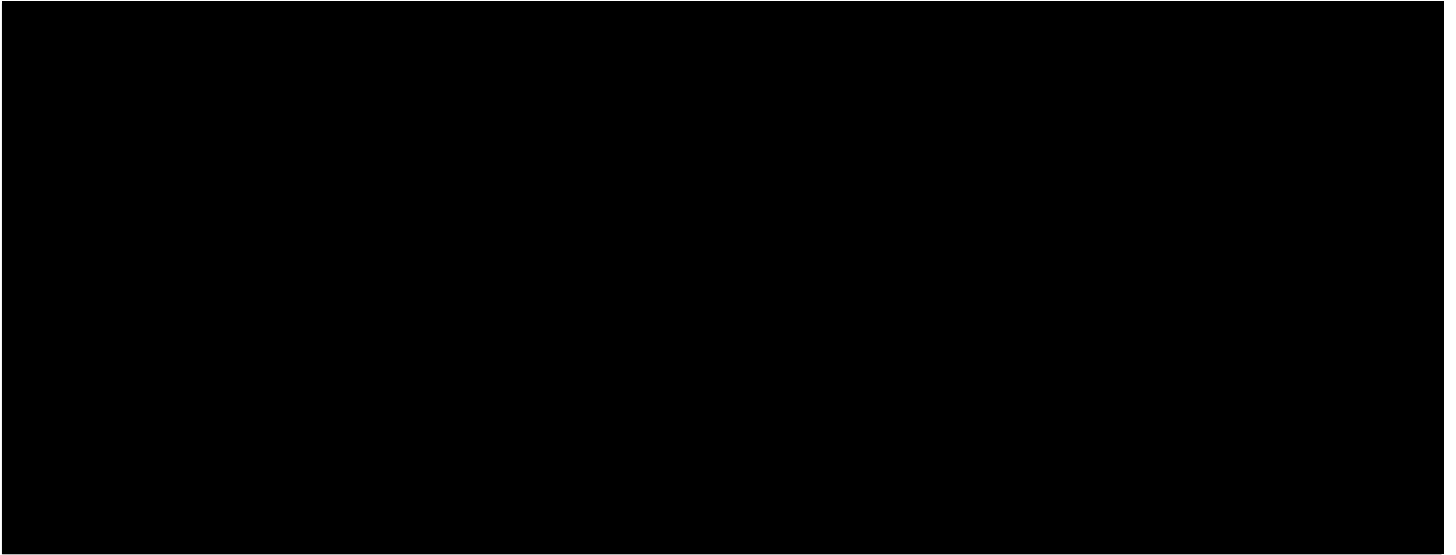
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**From:** Christine France [REDACTED] >  
**Sent:** Thursday, 28 January 2016 12:08 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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Christine France

[REDACTED]

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**Sent:** Thursday, 28 January 2016 11:59 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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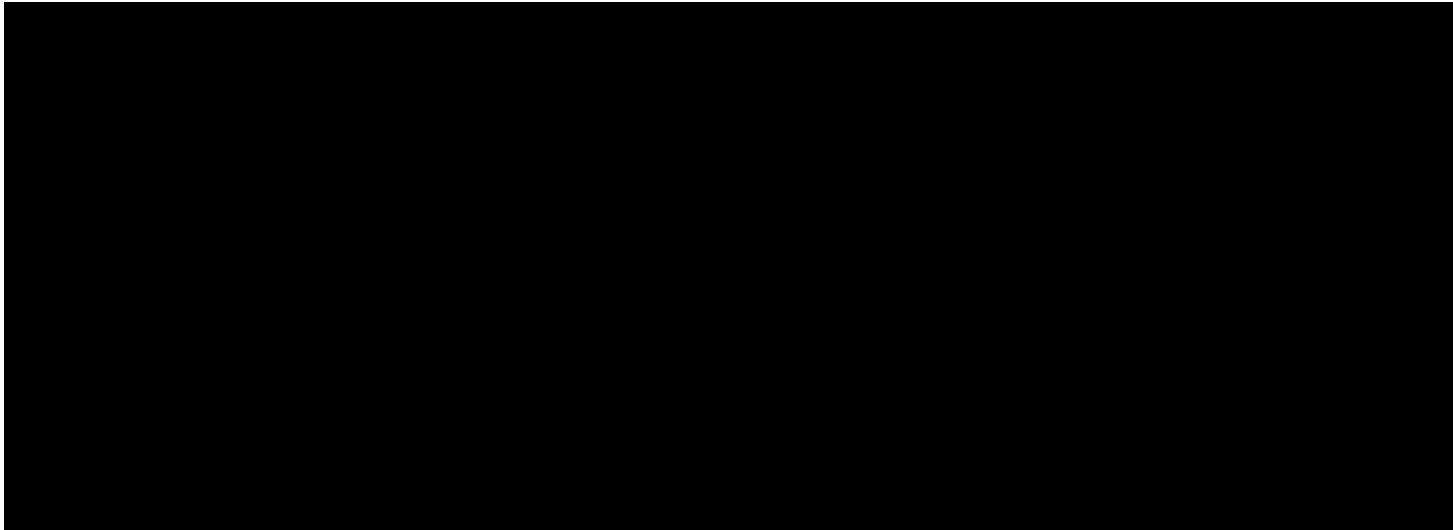
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The arrogant social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for their homes and businesses, 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.

The social impact study also fails to assess the impact of this project on other communities that will be deeply affected. For example, the proponents and AECOM have not consulted properly with the community on and around Stoney Creek Road, nor informed residents that WestConnex has a plan that will make congestion and air quality worse in their neighbourhood.

WestConnex comes at not only a huge cost that is blowing out at the rate of over \$2 billion a year. It also comes with a massive opportunity cost. The \$16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed – not just in western Sydney, but many parts of regional NSW. If this \$16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

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:** Rhynie Cawood [REDACTED] >  
**Sent:** Thursday, 28 January 2016 11:59 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Project SSI 14\_6788 WestConnex New M5 EIS submission

**Categories:** Follow-up, Assessment Panel

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).

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 stated objectives for WestConnex, including the New M5, were contrived to fit the project after it had already been announced. Even so, WestConnex fails to meet them. For example, it will cause irreversible biodiversity loss, rather than minimising impacts to biodiversity. It will reduce social and visual amenity across the route. It will worsen regional air quality. Perhaps most critically for WestConnex, it will actively worsen congestion in many parts of Sydney, and make little impact on congestion across the rest of the city.

I strongly object to the fact that AECOM, which has a record of failed traffic modeling and other WestConnex contracts that depend on this project going ahead, has been paid \$13 million of taxpayer money to complete this EIS. What's more, this EIS is of extremely poor quality, and filled with errors, basic omissions, superficial analyses, and opaque modeling.

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.

In fact the whole WestConnex has 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.



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. Why would this project be the exception to this norm?

The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was only done past two intersections after the end of the project. Even so, this EIS still makes it clear that this project will provide no solution to traffic congestion, as it shows 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. It also shows that many already congested roads along the route will get worse, including those around the St Peters Interchange, Bexley, Rockdale, Kingsgrove and Brighton-Le-Sands.

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. What is even more worrying is that the proponent now concedes that it cannot make this model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS fails to assess this.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities will take place for up to 24 hours per day, seven days a week. 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.

Tunnelling would cause vibration and damage to homes. The EIS says it will only be for a “short period”, but does not say what this short period is. 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.

In cities like Sydney, traffic-based air pollution is a major contributor to total air pollution. The international experience with road projects like this is that they encourage more traffic. There are more cars, and more people use them, and indeed this is what the EIS predicts with its large forecasted rise in vehicle kilometers travelled (VKT). This is bad for population health in Sydney, not just the areas immediately surrounding this project.

There is overwhelming international evidence now from organisations like the World Health Organisation (WHO) that shows that traffic-based air pollution increases the number of heart attacks and strokes people have. It increases deaths from heart disease, and respiratory disease. There is some new evidence from WHO that links this pollution to impaired lung growth in children and diabetes. These health effects occur both with long-term exposure and repeated short-term exposure, and there is no safe level of exposure to this pollution.

The air quality study in this EIS shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to the project's surface roads and unfiltered stacks. Drivers in the long tunnels are also likely to experience high levels of exposure, particularly those on motorbikes. It is unacceptable for the NSW Government to deliberately place the health of citizens at risk in this way.

As well, the assessment of air quality and noise impacts in this EIS are completely dependent on the traffic modelling. But the traffic modeling used in this study cannot be independently verified, is extremely limited in scope, is dependent on other unfunded and unplanned toll road projects going ahead (e.g. Sydney Gateway and southern extension), and appears to be based on overly optimistic usage predictions. For this reason, the air, noise, social impacts and health risk assessments in this EIS cannot be regarded as reliable.

The analysis of alternatives provided by AECOM in this EIS provides no solid evidence for the conclusions drawn. I strongly object to this superficial 'analysis', which consists of little more than bald claims rather than a serious investigation of how alternatives such as improved public transport, better traffic management and freight on rail could reduce congestion more effectively than the WestConnex New M5.

This EIS shows hundreds of homes along the project route will experience noise during construction and operation at unsafe levels that can damage health. In fact the real impact is likely to be far worse than the results provided in this EIS, because noise monitoring was only done at Beverly Hills and St Peters. 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 unreliable.

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 \$16.8 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.

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.

This EIS also completely fails to consider negative impacts of the whole project – for example, total loss of vegetation – while relying on unproven, unplanned positive benefits for the whole project to justify its existence.

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 local 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, as is the destruction of other vital community parks along the route.

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the project route 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.

I am aware that independent traffic experts have not access to full information about the assumptions on which traffic modelling. The proponents must be instructed to fully respond to independent experts who have been commissioned by Councils or are academic researchers and to make their models available. AECOM and RMS openly admit that they have collaborated on the modelling. Their claims must be fully and independently scrutinised. When the living conditions of thousands of residents and billions of dollars of public money are at stake, it is not acceptable for a government department or private company to keep such a model secret.

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 arrogant social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – 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.

The social impact study also fails to assess the impact of this project on other communities that will be deeply affected. For example, the proponents and AECOM have not consulted properly with the community on and around Stoney Creek Road, nor informed residents that WestConnex has a plan that will make congestion and air quality worse in their neighbourhood.

WestConnex comes at not only a huge cost that is blowing out at the rate of over \$2 billion a year. It also comes with a massive opportunity cost. The \$16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed – not just in western Sydney, but many parts of regional NSW. If this \$16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

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,

Rhynie Cawood

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** Peter Coleman [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 5:50 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.

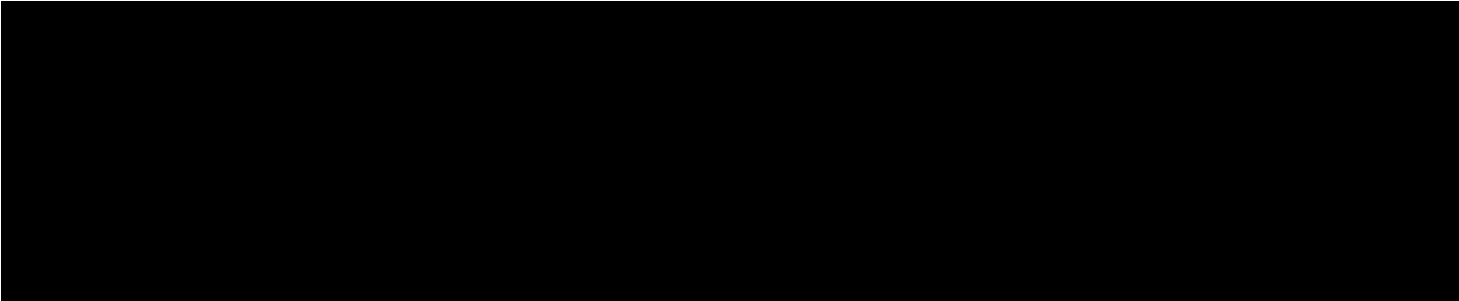
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Yours sincerely,

Peter Coleman

[Redacted]





**From:** James Boyd [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 5:50 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 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.

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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.

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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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Yours sincerely,

James Boyd

[REDACTED]



**From:** James Murnain [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 5:49 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.

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.

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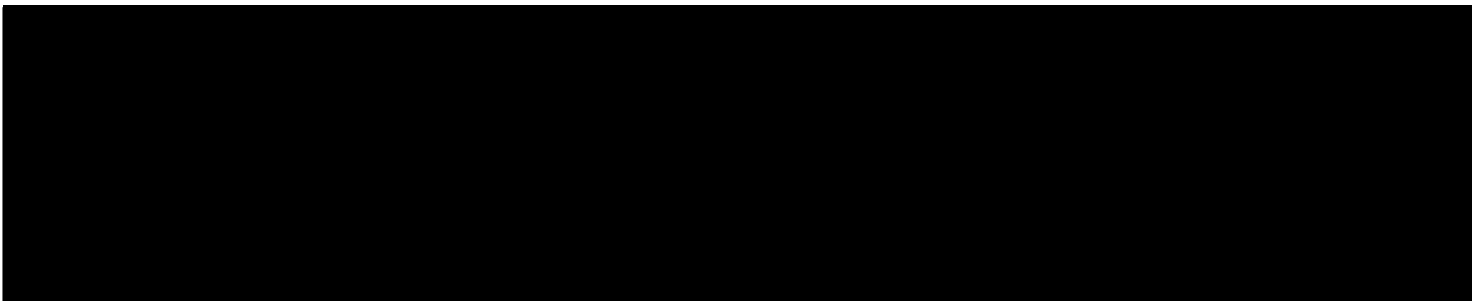
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**Sent:** Wednesday, 27 January 2016 5:47 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M5 EIS, project number SSI 14\_6788

**Categories:** Follow-up, Assessment Panel

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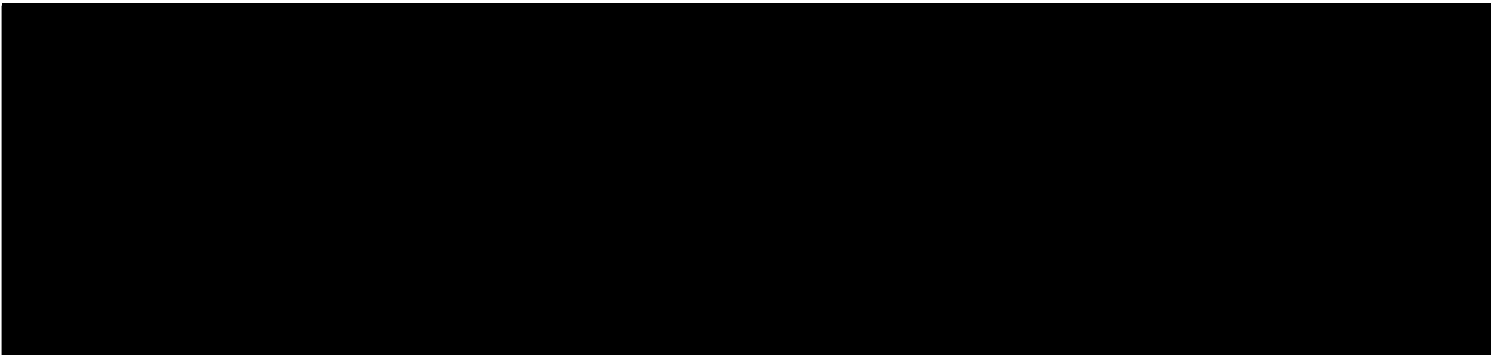
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[REDACTED]

[REDACTED]





**From:** Francesca Russo [REDACTED] >  
**Sent:** Wednesday, 27 January 2016 5:46 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M5 EIS, project number SSI 14\_6788

**Categories:** Follow-up, Assessment Panel

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[illegible]



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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.

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.

