

[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude our personal information when publishing this submission to your website.

We strongly object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

We object to 43 years of tolls that are being imposed on drivers as income for a private motorway owner, Transurban. WE PERSONALLY PLEDGE NEVER TO USE THIS PRIVATE TOLL ROAD. The fact that the toll is based on distance travelled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in-tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the exhaust stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis we strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

We object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. We fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions; it beggars belief. Building and expanding motorways increases air pollution, as it is well established that motorways induce additional traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

We object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

We object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

We object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. The F6 extension's purpose is purely to feed more toll-paying traffic onto Transurban's WestConnex.

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. We object to putting so much public funding to the cause of private profit.

We demand that this project be refused approval by the Secretary of Planning.

We fundamentally object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. We therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

Already there are families reporting damage caused by WestConnex construction. The RMS 'mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers.

The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected, causing tensile strain in the masonry on nearby homes, we must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent.

We object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time “savings” of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

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Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person’s risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

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Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis we reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

We ask the Secretary of Planning to refuse approval for this project.

Declaration: WE HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

[Redacted signature]

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We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Angie Salamah

██████████ Brighton-Le-Sands NSW 2216, Australia

[REDACTED]

[REDACTED]

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Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving. I live in Brighton Le Sands and work at the International Airport and have to get two buses or one bus and two trains. That is ridiculous. Fix public transport, not more roads.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Jodie Coleman

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



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We need more and better public transport to keep Sydney moving.

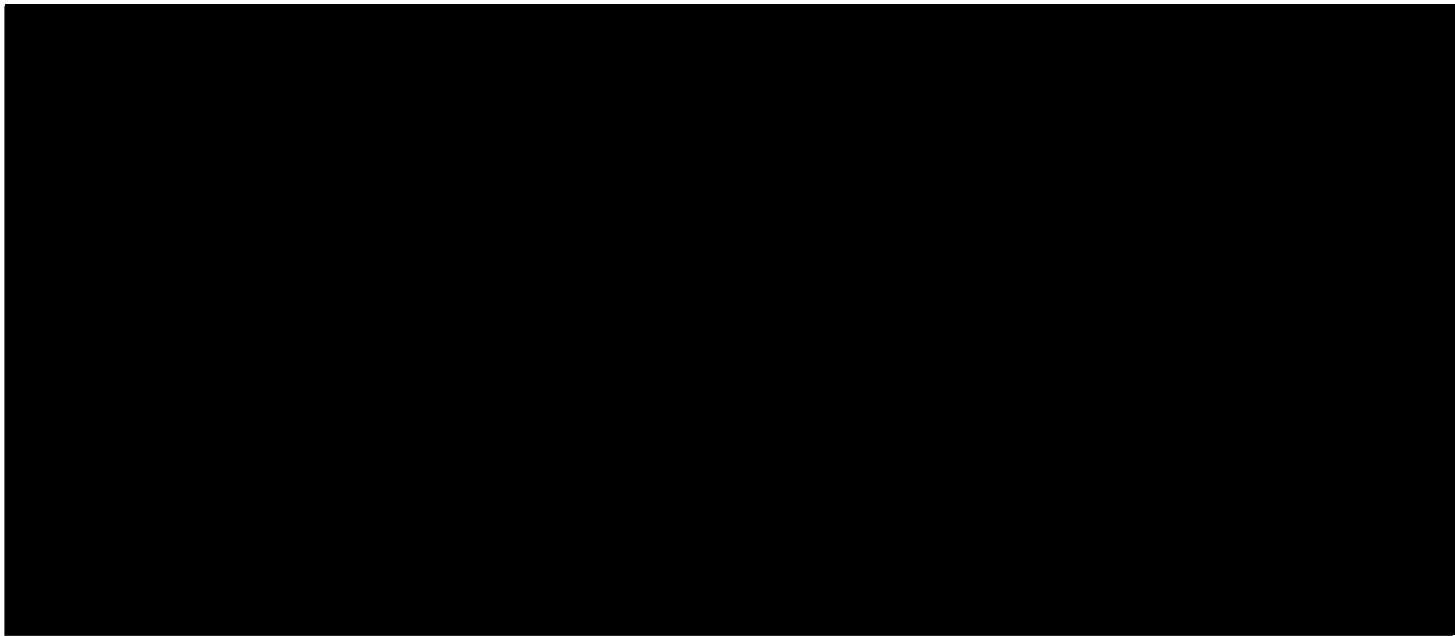
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Yours sincerely,

Arna Rathgen

████████ Sans Souci NSW 2219, Australia



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Tom Schofield

██████████ Carlton NSW 2218, Australia

[REDACTED]

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 Kanwal NSW 2259, Australia

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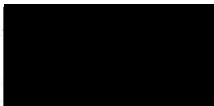
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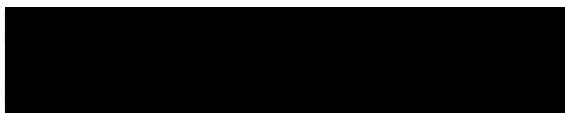
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Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

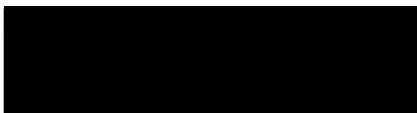
Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

A solid black rectangular box used to redact the signature of the author.

[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. The F6 extension is purely to feed more toll-paying traffic onto Transurban's WestConnex.

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

Already there are families reporting damage caused by WestConnex construction. The RMS 'mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers. The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent.

I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time "savings" of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

The project will reduce social and visual amenity due to the concrete pollution stacks will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity with more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed "temporary". Four years of noisy construction cannot be regarded as "temporary".

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

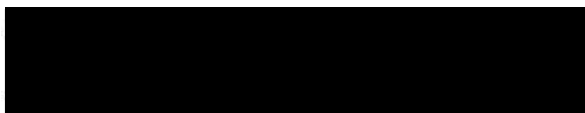
Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

A solid black rectangular box used to redact the signature of the person.

[REDACTED]

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[REDACTED]

[REDACTED]

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[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. The F6 extension is purely to feed more toll-paying traffic onto Transurban's WestConnex.

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

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It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

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I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time "savings" of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

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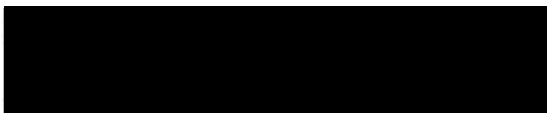
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We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

A solid black rectangular box used to redact the signature of the person writing the letter.

[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the F6 Extension as it will fail everyone, especially those that need to drive.

I object to a transport solution that involves unfiltered exhaust stacks and portals located close to schools, homes and kids sports fields. Why aren't the thousands of children that attend schools like Brighton-Le-Sands Primary, Arncliffe Primary, St. Francis Xavier Catholic Primary, St Peters Primary, McCallum's Hill Primary, Haberfield Primary to name just a few worth the cost of stack filtration? Stacks and portals are a powerful source of pollution. Of particular concern are the ultra-fine nano particles, PM1, that are so small they can get into the cells of our lungs. Air pollution kills more than car accidents.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair, as it comes at the end of the project where funds are limited.

The EIS indicates that the pond at Bicentennial Park will be eradicated if this project goes ahead. Murray River short neck turtles inhabit this pond and that birds such as Spoonbills and Great Egrets are feeding here.

The RMS claim that the F6 Extension will reduce emissions (which could be held as minimising the impact on the environment) does not hold up. No credible authority in the world today would suggest that building freeways is the solution to cutting national greenhouse emissions.

The EIS acknowledges that at tunneling at 35 metres and less causes a real risk of damage to homes due to settlement (ground movement). There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However, there are many reports that RMS deny new and significant

cracking in people's homes was caused by construction, putting the blame on "settlement" or "drought". Given that many homes have stood the test of time for half a century or more, these excuses are not acceptable.

The F6 should not be approved with such tunneling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It has led to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to construction works, with no assurance that their property damage will be promptly and satisfactorily fixed.

The WestConnex series of projects present challenges and difficulties that have not been faced in modern densely populated Australian urban environments. The initial approvals for the M4 widening, M4E, & New M5 have highlighted limitations of the review of approval mechanisms, when modeled projections and predictions are contradicted by the actual outcomes. The public have discovered that there are multiple restrictions to gaining satisfactory resolutions to problems, because the proponent responds that they are working within approvals already granted. Whilst the initial approvals may have been granted based on information that the Minister received at the time, subsequent experience has demonstrated that many concerns raised by residents to the M4E and M5 EIS were in fact inaccurate. This was a key issue at the Parliamentary Inquiry to WestConnex.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation, particularly in light of the unlivable conditions already imposed on residents of Haberfield, Ashfield, St Peters and Arncliffe.

The complaints process is inadequate. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment. Some negative impacts include:

- Environmental (such as urban sprawl, smog and air pollution)
- Economic (from providing urban infrastructure across a more dispersed geographical area) and
- Social (including isolation, economic stratification of areas and reduced access to public services).

Not everyone can use a public transport service for all of their trips. But getting an increased percentage of trips onto public transport has benefits for the whole community. Reducing our car dependency is a cornerstone of most modern planning objectives. Improved health, reduced stress and less wasted time are benefits that most people can get from reduced car dependency.

In the heyday of freeway building in the 1950s, the well-known architect and urbanist Lewis Mumford warned that trying to cure traffic congestion with more road capacity was like trying to cure obesity by loosening your belt. The

result of too much belt-loosening can be seen throughout the USA, where 'suburban gridlock' is endemic. With each new road we have imported more of this problem; we should avoid making it any worse.

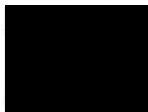
NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,





[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please include my personal information when publishing this submission to your website.

I object to the F6 Extension as it will fail everyone, especially those that need to drive.

I object to a transport solution that involves unfiltered exhaust stacks and portals located close to schools, homes and kids sports fields. Why aren't the thousands of children that attend schools like Brighton-Le-Sands Primary, Arncliffe Primary, St. Francis Xavier Catholic Primary, St Peters Primary, McCallum's Hill Primary, Haberfield Primary to name just a few worth the cost of stack filtration? Stacks and portals are a powerful source of pollution. Of particular concern are the ultra-fine nano particles, PM1, that are so small they can get into the cells of our lungs. Air pollution kills more than car accidents.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair, as it comes at the end of the project where funds are limited.

The EIS indicates that the pond at Bicentennial Park will be eradicated if this project goes ahead. Murray River short neck turtles inhabit this pond and that birds such as Spoonbills and Great Egrets are feeding here.

The RMS claim that the F6 Extension will reduce emissions (which could be held as minimising the impact on the environment) does not hold up. No credible authority in the world today would suggest that building freeways is the solution to cutting national greenhouse emissions.

The EIS acknowledges that at tunneling at 35 metres and less causes a real risk of damage to homes due to settlement (ground movement). There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However, there are many reports that RMS deny new and significant

cracking in people's homes was caused by construction, putting the blame on "settlement" or "drought". Given that many homes have stood the test of time for half a century or more, these excuses are not acceptable.

The F6 should not be approved with such tunneling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It has led to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to construction works, with no assurance that their property damage will be promptly and satisfactorily fixed.

The WestConnex series of projects present challenges and difficulties that have not been faced in modern densely populated Australian urban environments. The initial approvals for the M4 widening, M4E, & New M5 have highlighted limitations of the review of approval mechanisms, when modeled projections and predictions are contradicted by the actual outcomes. The public have discovered that there are multiple restrictions to gaining satisfactory resolutions to problems, because the proponent responds that they are working within approvals already granted. Whilst the initial approvals may have been granted based on information that the Minister received at the time, subsequent experience has demonstrated that many concerns raised by residents to the M4E and M5 EIS were in fact inaccurate. This was a key issue at the Parliamentary Inquiry to WestConnex.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation, particularly in light of the unlivable conditions already imposed on residents of Haberfield, Ashfield, St Peters and Arncliffe.

The complaints process is inadequate. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

Over dependence on cars has been identified as a growing problem in Australian cities including Sydney because of its negative impacts on society, economy and environment. Some negative impacts include:

- Environmental (such as urban sprawl, smog and air pollution)
- Economic (from providing urban infrastructure across a more dispersed geographical area) and
- Social (including isolation, economic stratification of areas and reduced access to public services).

Not everyone can use a public transport service for all of their trips. But getting an increased percentage of trips onto public transport has benefits for the whole community. Reducing our car dependency is a cornerstone of most modern planning objectives. Improved health, reduced stress and less wasted time are benefits that most people can get from reduced car dependency.

In the heyday of freeway building in the 1950s, the well-known architect and urbanist Lewis Mumford warned that trying to cure traffic congestion with more road capacity was like trying to cure obesity by loosening your belt. The result of too much belt-loosening can be seen throughout the USA, where 'suburban gridlock' is endemic. With each new road we have imported more of this problem; we should avoid making it any worse.

NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Tania Valdes

Rockdale

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arnciliffe to President Avenue, Kogarah, project number SSI 17_8931

Please include my personal information when publishing this submission to your website.

I, as Co-Convenor of EcoTransit, object to the F6 Extension on as it will fail everyone, by not providing a public transport alternative.

I object to a transport solution that involves unfiltered exhaust stacks and portals located close to schools, homes and kids sports fields. The alternative to provide high quality public transport in the form of an underground rail line, would eliminate the need on unfiltered exhaust stacks.

The relocation of community assets from Bicentennial Park to make way for the F6 extension would also be eliminated by building an underground rail line, instead of the F6.

The EIS indicates that the pond at Bicentennial Park will be eradicated if this project goes ahead. Murray River short neck turtles inhabit this pond and that birds such as Spoonbills and Great Egrets are feeding here. Once again this would not be the case with a public transport alternative.

The RMS claim that the F6 Extension will reduce emissions (which could be held as minimising the impact on the environment) does not hold up. No credible authority in the world today would suggest that building freeways is the solution to cutting national greenhouse emissions.

The EIS acknowledges that at tunneling at 35 metres and less causes a real risk of damage to homes due to settlement (ground movement). There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However, there are many reports that RMS deny new and significant cracking in people's homes was caused by construction, putting the blame on "settlement" or "drought". Given that many homes have stood the test of time for half a century or more, these excuses are not acceptable.

Tunnelling for an underground rail line would potentially cause less damage to existing houses and structures. Rail tunnels could be bored at a greater depth and be considerably smaller than those for an underground tollway.

The F6 should not be approved with such tunneling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It has led to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to construction works, with no assurance that their property damage will be promptly and satisfactorily fixed.

The WestConnex series of projects present challenges and difficulties that have not been faced in modern densely populated Australian urban environments. The initial approvals for the M4 widening, M4E, & New M5 have highlighted limitations of the review of approval mechanisms, when modeled projections and predictions are contradicted by the actual outcomes. The public have discovered that there are multiple restrictions to gaining satisfactory resolutions to problems, because the proponent responds that they are working within approvals already granted. Whilst the initial approvals may have been granted based on information that the Minister received at the time, subsequent experience has demonstrated that many concerns raised by residents to the M4E and M5 EIS were in fact inaccurate. This was a key issue at the Parliamentary Inquiry to WestConnex.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation, particularly in light of the unlivable conditions already imposed on residents of Haberfield, Ashfield, St Peters and Arncliffe.

The complaints process is inadequate. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

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NSW Infrastructure should be more focused towards the car dependency issues with strategies and policies that should strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

EcoTransit has a proposal to divert the South West Metro at Sydenham to Miranda, along the route of the F6. We have called this proposal "South Metro" and it can be viewed in detail by clicking on the following link:

<http://ecotransit.org.au/wp/diverting-sw-metro/>

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Colin Schroeder

Alexandria NSW 2015, Australia

[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I seriously object to the installation of unfiltered exhaust stacks and portals located close to schools, homes and kids sports fields. There are thousands of children that attend schools near the location of the proposed stacks, including Brighton-Le-Sands Primary, Arncliffe Public School, St. Francis Xavier Catholic Primary, St Peters Primary, McCallum's Hill Primary, Haberfield Primary. It is abundantly clear that stacks and portals are a powerful source of pollution. Of particular concern are the ultra-fine nano particles, PM1, that are so small they can get into the cells of our lungs. Air pollution kills more than car accidents.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground. St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair, as it comes at the end of the project where funds are limited.

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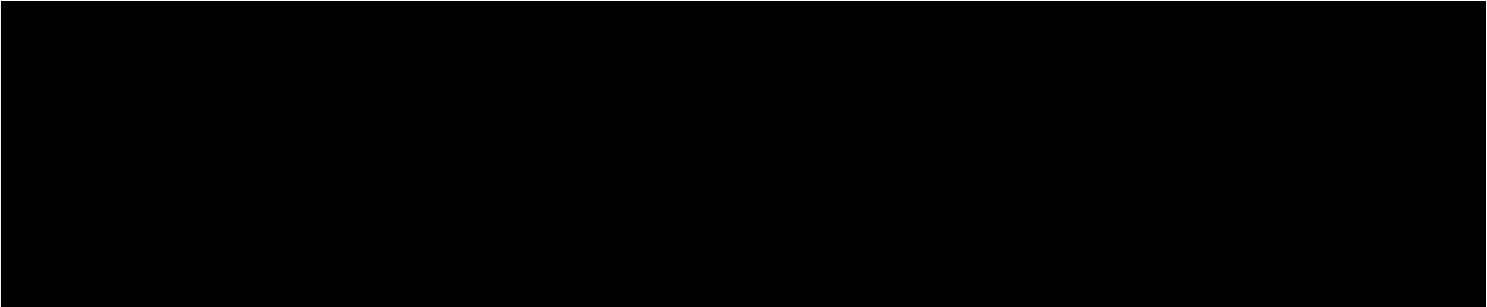
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Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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regina Panagopoulos

Monterey NSW 2217, Australia

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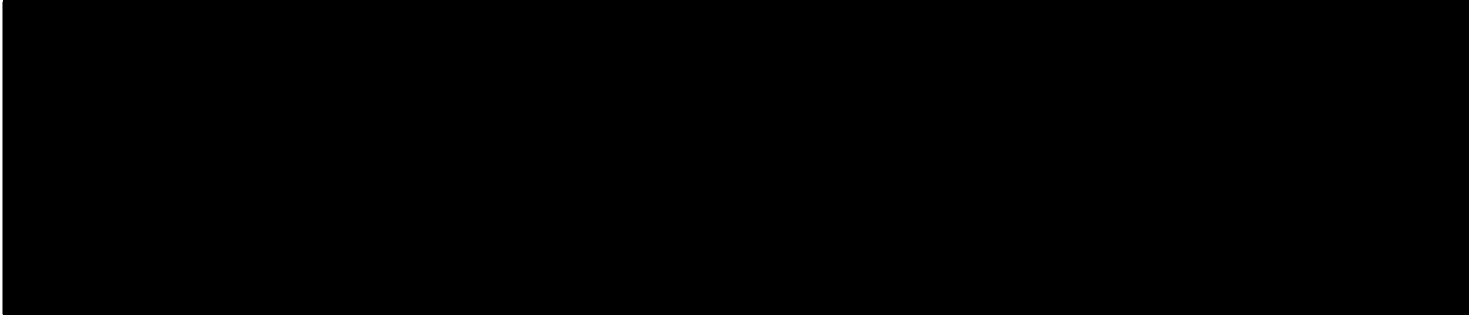
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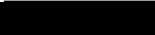
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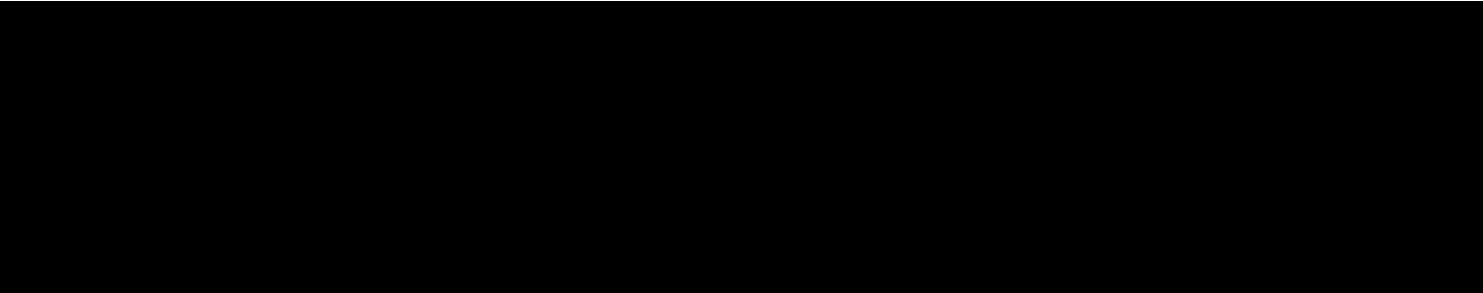
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richard loader

, Sans Souci NSW 2219, Australia



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Olinka Sturmankinova

████████ Brighton-Le-Sands NSW 2216, Australia

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I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

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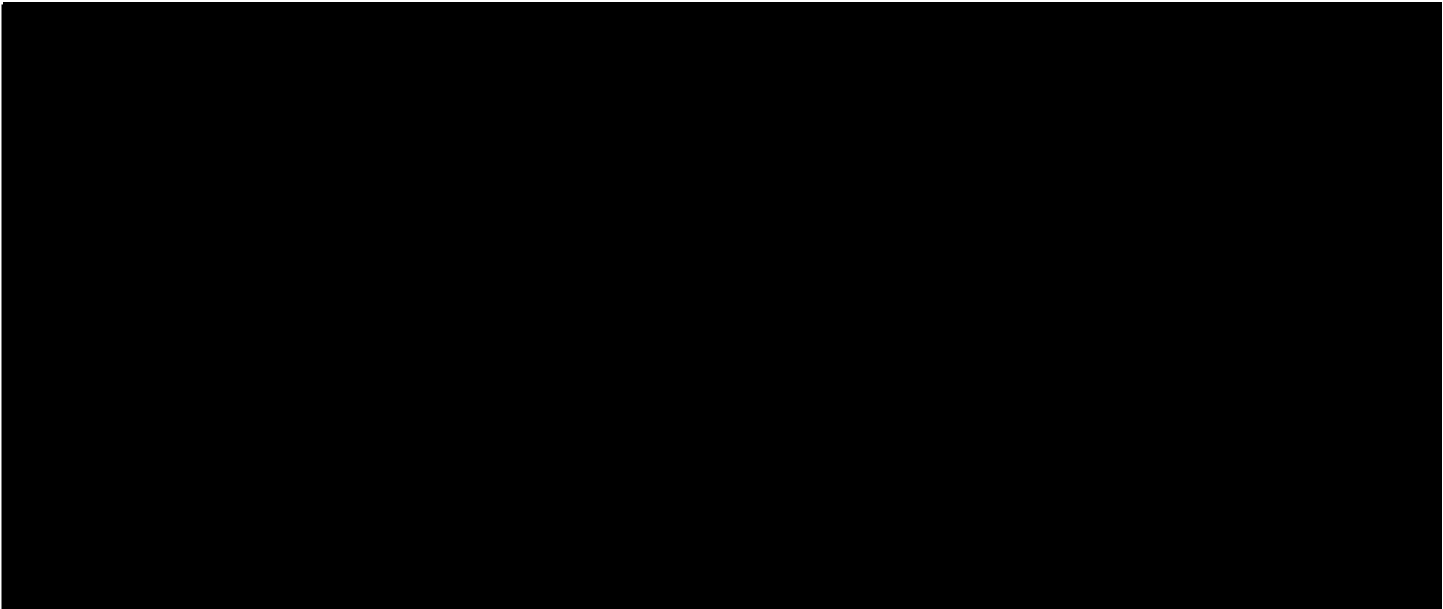
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Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Pauline Elters

██████████ Sans Souci NSW 2219, Australia





Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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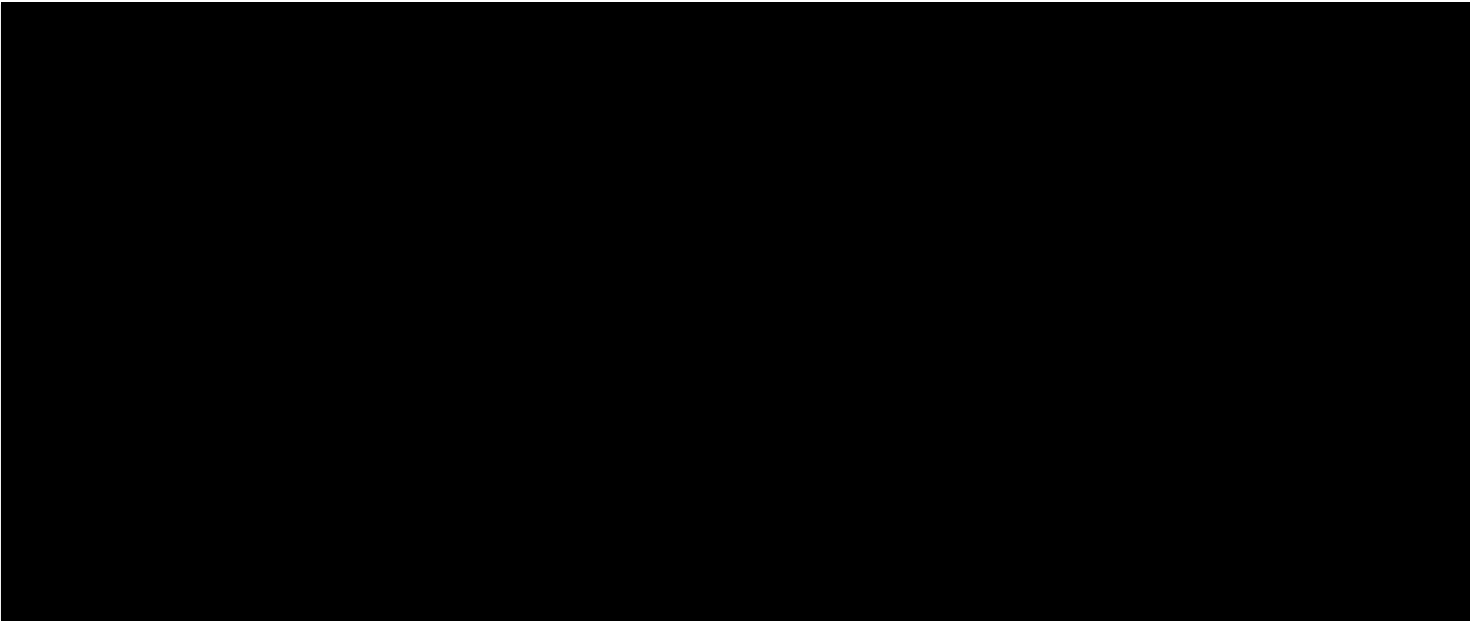
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Yours sincerely,

Barbara Aroney

 Annandale NSW 2038, Australia



[REDACTED]

[REDACTED]

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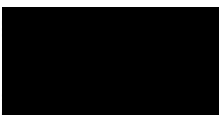
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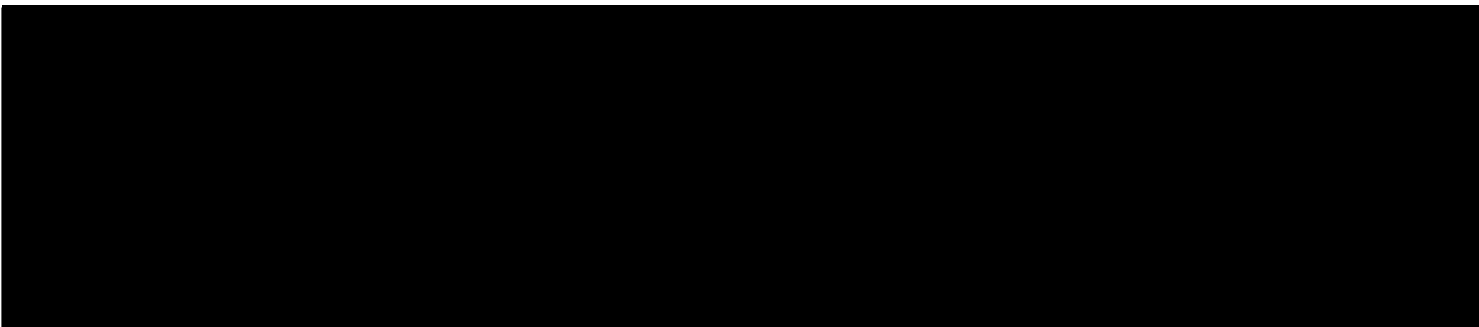
A solid black rectangular box used to redact the signature of the person.

[REDACTED]

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[REDACTED]

[REDACTED]



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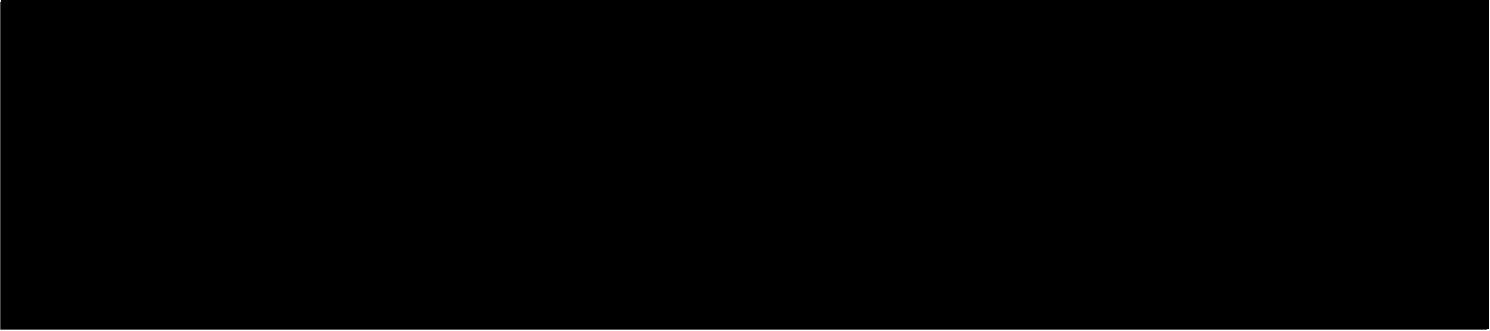
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Boris Thorpe

██████████ Marrickville NSW 2204, Australia



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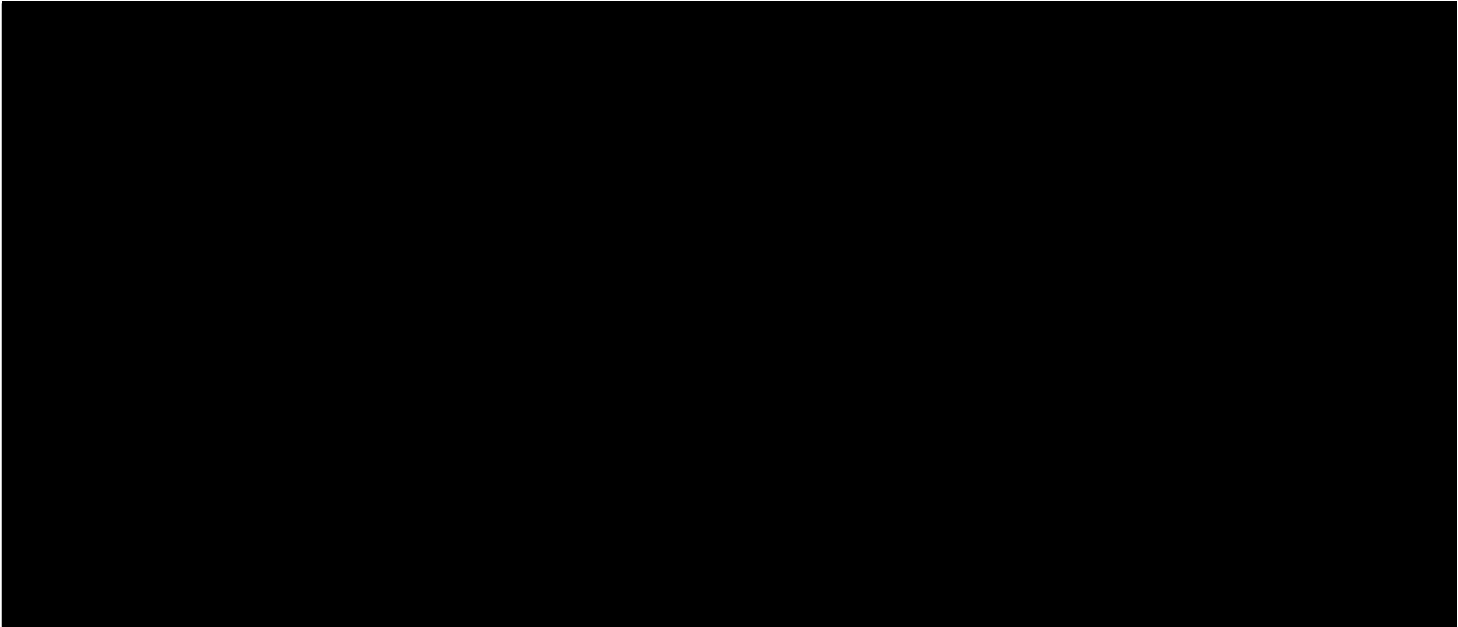
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Yours sincerely,

NICOLE ROBINSON

██████████, GyMEA NSW 2227, Australia



[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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I object to the F6 extension stage 1, which is not a solution. It is just transferring traffic from one road and funnelling into another.

The key is to get cars off the road so that people that need to use the roads can do so efficiently.

I object to a toll road to nowhere. People in the Sutherland Shire think that this road will take us into the city, when it really is a WestConnex bolt on. It is costing billions for a short distance and the negative impact on the immediate community is enormous.

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Yours sincerely,

Gina Kubcat

[REDACTED] Kogarah NSW 2217, Australia

[REDACTED]

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[REDACTED]

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Yours sincerely,

James Gorman



[REDACTED]

[REDACTED]

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I object to the shallowness of the distance between the top of the tunnels and ground level. If 30 meters is the stated distance where noise and vibration will be minimised then there is a massive fail for many of the residents who are affected by this toll madness.

I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time “savings” of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

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Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Alesoun Marsden

Leichhardt NSW 2040, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Yours sincerely,

Angus Laing

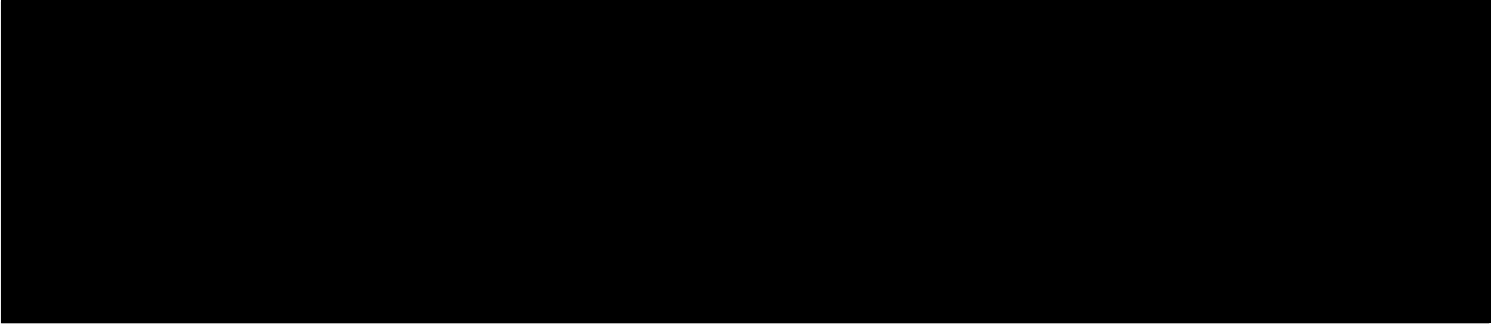


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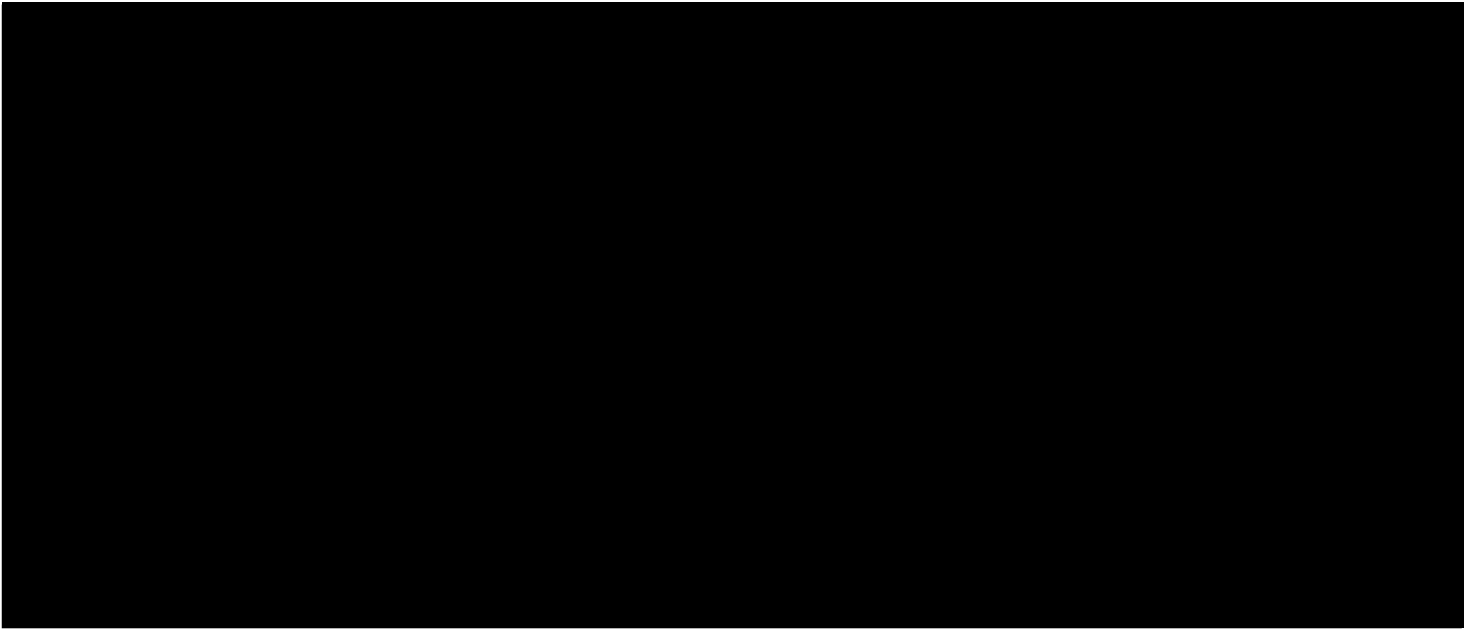
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Yours sincerely,

Morgan Robbie

[REDACTED], Windsor NSW 2756, Australia





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It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

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I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time "savings" of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

The project will reduce social and visual amenity due to the concrete pollution stacks will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity with more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed "temporary". Four years of noisy construction cannot be regarded as "temporary".

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

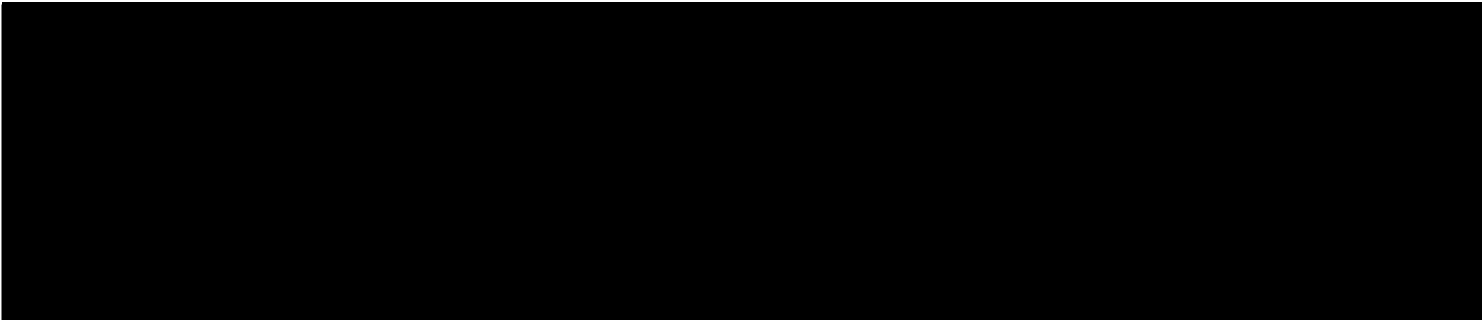
I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Anne Hurley

██████████ Bullaburra NSW 2784, Australia



Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please include / exclude my personal information when publishing this submission to your website.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. The F6 extension is purely to feed more toll-paying traffic onto Transurban's WestConnex.

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

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We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Arthur Theodoropoulos

██████████, Earlwood NSW 2206, Australia



Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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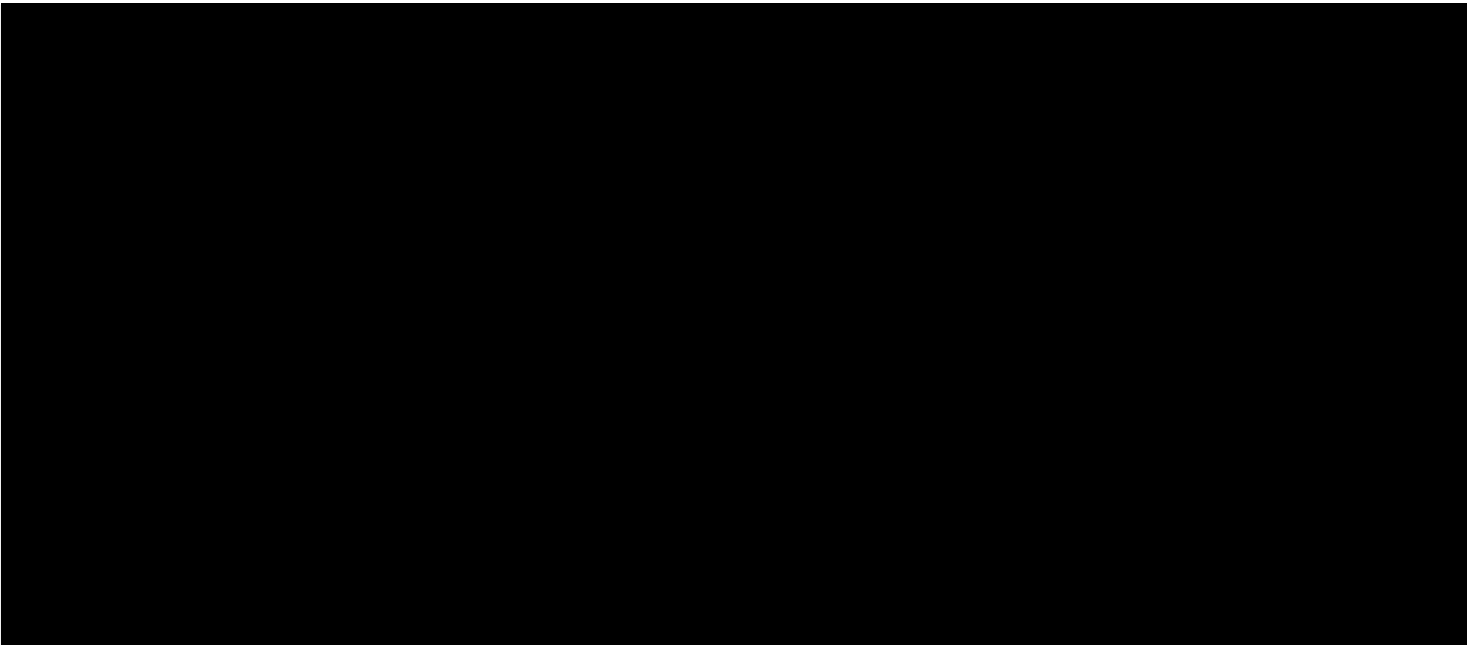
I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Marty Hocknell

████████ Summer Hill NSW 2130, Australia



[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

I object to the 35-day time frame granted to communities to analyse the 400+ pages EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to 43 years of tolls to be paid to a private company, Transurban, and the the fact that every dollar spent on private profit-making toll roads is a dollar less to public transport.

Levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure regarding duty of care for public health, in favour of short-term cost cutting.

I object to the increase in polluting, life threatening emissions WestConnex, including the F6 extension, will cause. This will also add significantly, to the already increasing effects of climate change.

I question and reject the proponents' assertion that the F6 will improve air quality and reduce emissions. This is nonsensical, to say the least. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object to the fact that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object to the proposal to locate unfiltered exhaust stacks and portals near children's schools and sports fields. This just cruel.

I object to the WestConnex F6 Extension as it repeats the failure of other aspects of Westconnex to seriously consider the public transport alternatives and improvements, in this case that Southern Sydney desperately needs.

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

It is appalling that every homeowner across the WestConnex route is at personal financial risk of having to repair their own properties.

Already there are families reporting damage caused by WestConnex construction. The RMS 'mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers. The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from the unconscionable behaviour of the proponent.

I object to the fact that it is predicted up to 40% of the existing M5 traffic will 'rat-run' due to toll avoidance, and that this has not been included in the traffic modelling of the F6.

The travel time "savings" of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

The project will reduce social and visual amenity due to the concrete pollution stacks, which will be visually obtrusive, on top of the toxic emissions coming from them. The increased traffic volumes on surface roads will result in lower amenity with more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed "temporary". Four years of noisy construction cannot be regarded as "temporary".

We need more, and better public transport to keep Sydney moving, not more Westconnex.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

[Redacted signature]

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[Redacted line of text]

[Redacted line of text]

[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

I object in the strongest possible terms to the seemingly endless folly that sees Sydney building more and more urban motorways at a time when all the evidence of international best practice is encouraging cities which still have these relics of the first half of the last century to dismantle them.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

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I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

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I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

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We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Peter Wilson

Earlwood

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Peter Foster

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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Yours sincerely,

Jenny Del Greco

██████████ Paddington NSW, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Jenniene Ashmore

Erskineville NSW 2043, Australia

[REDACTED]

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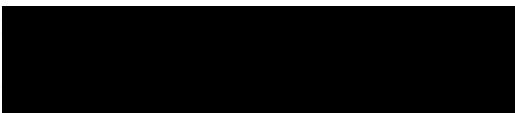
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A solid black rectangular box used to redact the signature of the author.

[REDACTED]

[REDACTED]

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You the government have a chance to do good twice over by providing better transport maybe a train would be good.

The destruction of our natural world is high on people's agenda (except for the government). We want change, we want our natural world cared for. With out it we will not survive.

Yours sincerely,

Vandra Mellers

[REDACTED] Hornsby NSW 2077, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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The public are very aware that levels of in-tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in respiratory illnesses and morbidity can be predicted. On this basis I strongly object to this failure of duty of care for the health of the general public favour of short-term cost cutting which helps the profits of Transurban.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the high contribution towards human-induced global warming from these emissions and the concrete used in building the extension. I fundamentally reject the proponents' claim that the F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic.

No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object to the fact that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care" to the health and wellbeing of our future generations!

I object to the WestConnex F6 Extension as would be built instead of public transport improvements that Southern Sydney desperately needs. The F6 extension is purely aimed at feeding more toll-paying traffic onto Transurban's WestConnex.

Public transport is rejected by the EIS, so the State Government is forcing people to use cars more when most major cities in the world are trying to REDUCE the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit.

We need more and better public transport to keep Sydney moving in a sustainable environment and to maintain public health standards to the highest levels.

I DEMAND that the Secretary of Planning to refuse approval for this project.

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Yours sincerely,

[Redacted signature]

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[Redacted text block]

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[Redacted text block]

Infrastructure Projects, Planning Services, Department of Planning and Environment
Application number SSI 17_8931
GPO Box 39 Sydney NSW 2001

5 December 2018

I object to the F6 Extension for the following reasons:

We can never provide enough road capacity to cater for the huge latent demand for car travel in a highly populated and fast-growing city. Investing in urban road expansion to 'fix congestion' is essentially a huge waste, and should not be built.

We know that urban freeways give a negative return on investment – Sydney's Cross City Tunnel and Lane Cove Tunnel are prime examples. WestConnex will be no different. I object that public funds have been placed at such a risk.

Heavy spending on roads have highly negative impacts that outweigh any of the provisional benefits they bring. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car travel demand. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

The F6 EIS predicts that by 2036 the St Peter's Interchange will be a carpark, particularly in morning peak where queuing into the new M5 mainline tunnel is anticipated. Inner West communities will be exposed to near a decade of construction, for no public gain. The roads are congested in the time it takes to build.

I object to the overall WestConnex including the F6 Extension as it is an unsustainable transport plan from the 1950s. Many contemporary cities are now pulling down their inner city motorways and replacing with more efficient active and public transport solutions. Why is Sydney so out of step with the modern world?

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WestConnex have a track record of not mitigating awful living conditions imposed on communities. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to

their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension that will simply dump more traffic into the Inner West.

The major problem is that the public transport services have not been increased as a result of high car ownership and car ownership has not decreased because public transport has not been improved. This causes car dependence because there are limited affordable or available public transport options to keep the public moving, particularly to the West and South. Sydney needs transport options that are affordable and available.

For the 40 years from 1970 over 120 kms of motorway had been constructed, much of it financed by the private sector and funded through tolls, while only 14 km of rail line has been provided. Although the construction of a motorway network was appropriate to support freight and commercial traffic, the failure to provide a complementary public transport network means that traffic on these motorways will reach capacity much more quickly and they will then play a much less effective role in supporting the regional economy (WSROC, 2008), as we have witnessed many times over.

Very little information about NSW government contracts for the entire WestCONnex project is available to the public, including the Transurban contract to buy 51% of Sydney Motorway Corporation. I am particularly concerned, that given Transurban's reputation for aggressive negotiations we can expect deals like "no compete" clauses. Such clauses will stymie any meaningful investment in our public transport system until 2060 when Transurban's right to toll expires. On this basis I object.

I further object:

to the entire undemocratic & opaque processes this entire project has exemplified.

I ask the Secretary of Planning to refuse approval for this project.

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Name.....

Address.....

Email.....

Signature..

[REDACTED]

[REDACTED]

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Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Australia is the only country in the world encouraging more people to drive into our cities

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

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I object to the huge carbon footprint created in the building of concrete tunnels and freeways in a world where our carbon footprint is already too high.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed “temporary”. Four years of noisy construction cannot be regarded as “temporary”.

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person’s risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

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I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

TO WHOM IT MAY CONCERN -

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Chris K

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Yours sincerely,

Nargess Issa

 Banksia NSW 2216, Australia

[REDACTED]

[REDACTED]

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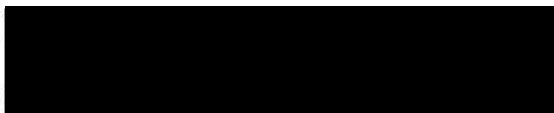
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Yours sincerely,

A solid black rectangular box used to redact the signature of the author.

[REDACTED]

[REDACTED]

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Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Daniel Wilken

██████████ Brighton-Le-Sands NSW 2216, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

MY OBJECTION to the F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931:

Firstly I want to draw your attention to the fact that the 35-day time-frame granted to communities to analyse this substantial EIS is far too short, especially for such a major project which will disrupt many thousands of lives and properties. If the Government is serious about community consultation this would have been on exhibition for at least 90 days, (and preferably not just before Christmas) as people are busy with other things at that time.

OBJECTION 1: TOLLS. I object to 43 years of the tolls! A great many people will be dead by the time this imposition has been paid off and the government owns the road again. Not even the Wollongong toll road cost this much over so lengthy a time. This is being imposed on drivers who will provide substantial income for a private motorway owner, Transurban, and as such is privatization by stealth, in view of the fact that the taxpayers of NSW are actually paying to construct the road in the first place. I am very angry about this.

And to add insult to injury, the toll will be calculated based on distance traveled, which grossly disadvantages people who live further south and west of the Sydney region. This is a terrible model, and I strongly object.

If there is to be (yet another) tollway, it should be a reasonable flat-rate toll. Otherwise people will find many ways to avoid the toll road and clog up other roads instead, which is the sort of traffic congestion new roads are meant to remedy. It is barmy to charge people money to use a road; instead you should make the road that you want people to use free of charge: only then they will all use it.

After all, the taxpayer has already forked out for the road, so why should they pay again and again to use it? Talk about extracting blood out of a stone. It really is profit-gouging of the worst sort, by a company that have not even earned or deserve to have the right to do so. If we have to pay tolls, it would be better that the money go back to the government coffers, so that the taxpayer may be reimbursed for the cost of the road construction.

As I said, I strongly object to this toll road model.

OBJECTION 2: POLLUTION. As someone who reluctantly but regularly travels from the Eastern Suburbs to Bankstown via the M5 toll road, I am very aware of the extremely high levels of toxic fumes in the tunnel. I try to hold my breath through that tunnel, as I shut off my car's outside air vents, close all the windows and hope that there is no delay that day in the tunnel – vain hope – most days some truck has got stuck and traffic is at a standstill. The emissions are so bad and the ventilation so inadequate that there is a blue fog in the tunnel most days. One day there will be a major incident in that tunnel, with hundreds of people choking to death in a traffic jam.

That's why I object to a new toll way in a tunnel: because of choking fumes accumulating within the tunnels, and above ground the background levels of air pollution around the ventilation stacks and tunnel entry points (portals) will be horrific. Local increases in deaths from pollution will happen, no doubt about it.

On this basis I strongly object to this failure by the NSW State Government in their duty-of-care for public health, in favour of short-term cost-cutting. Much more sensible would be for the government to seriously commit to a new railway line to the south, to duplicate or complement the existing railway lines. Everyone knows that trains carry hundreds of times more people than roads do, without the enormous pollution. Even the pollution generated to power the trains from coal-fired electricity will be rapidly reducing as soon as we turn to renewably-generated power. If everyone drove electric cars, that would of course be ideal, but that is unlikely to happen any time soon. And even electric cars cause traffic congestion due to their sheer volume and low occupancy rates. I suggest you drop the toll road and build a railway instead. You know it makes sense!

OBJECTION 3: CLIMATE CHANGE. Overall increases in emissions from WestConnex, the proposed F6 extension, and any other planned toll roads will add to the planet's burden of Greenhouse Gases, and worsen Climate Change; this at a time when we really urgently need to be REDUCING emissions, not increasing them!

It is arrant nonsense for the proponents of the project to suggest that building the F6 will improve air quality and reduce emissions!!! Where on earth are they coming from? What are they thinking??? It beggars belief! Do they think we are all complete idiots? We all know that building and expanding motorways increases air pollution, just as building more motorways induces more traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions. What an absolute insult to people's intelligence. And the proponent thinks we will meekly pay through the nose to travel on such a road? I for one will actively seek to travel on any other road or rail route, and I will boycott the Westconnex and the F6 (if built) forever. The Westconnex is an utterly stupid and really destructive project, being built at the wrong place at the wrong time and is a terrible waste of money. The F6 will be yet ano

ther fiasco and I suggest that you CANCEL it immediately.

OBJECTION 4: PUBLIC HEALTH WORRIES. What on earth are you thinking? - unfiltered exhaust stacks and portals located near children's schools and sports fields!!? This is a total failure of "duty of care" and the project should be immediately cancelled for this alone. Please, cancel it, otherwise, I foresee protracted future litigation in the mode of the long-running asbestos scandal and massive compensation claims. PLEASE, CANCEL IT. You know you want to.

OBJECTION 5: THE REJECTION OF PUBLIC TRANSPORT!!?

How on earth can an Environmental Impact Statement (EIS) REJECT public transport as an alternative to cars and roads? You know that most cities in the world have gone past the idea that building more roads and toll ways is an effective way to move people around cities, especially ones that are undergoing rapid densification as Sydney is.

- So why on earth is the Berejiklian NSW state government forcing us to use cars and toll ways more??

I smell corruption! The State government is blatantly partisan towards private road operators, who stand to gain totally undeserved windfall profits. The operator of the toll road will undoubtedly contribute to the Party coffers as a form of thanks/bribery/a way of ensuring further favours in the form of more and more road toll and other construction and management contracts. How on earth is this contributing to the public good? How is this to be perceived as the government representing the people, when plainly it is not? The only conclusion that can be drawn is that the NSW state Government is representing, aiding and abetting private profit-making ventures at the EXPENSE of the people. This is NOT what government is for. Bring on March 23rd when the people will show Ms Berekikian et al exactly how angry we are with her government and her rotten policies, including the massive handout to private companies for building and operating toll roads.

I demand that this project be refused approval by the Secretary of Planning, and all toll road plans be shelved immediately and forever. We don't want them, we don't need them and they are a massive backwards step to the thinking of the 1950s, already discredited around the world. Please take notice of the experience of other countries. In fact, I know that you know this, so why persist with toll roads? Do us all a favour and DROP THE F6 plan, NOW!.

OBJECTION 6: PROPERTY DAMAGE LIABILITY. I was utterly disgusted to discover that every homeowner across the WestConnex route is liable for the financial costs of repairing their own properties if damaged during toll road construction!! This is appalling, considering that (a) They didn't want the Westconnex near their home in the first place; (b) they did not cause the damage; and (c) it is reasonably foreseeable that such a massive construction project would cause damage to nearby properties, and the construction companies involved should have the proper insurances in place.

I read that families reporting damage to their homes caused by WestConnex construction have been denied compensation! The RMS has blamed "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner!! This is totally unconscionable!!

I also read that RMS concealed detailed documents which were requested by homeowners' independent engineers. It is absolutely disgusting that the RMS already have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance!!

The F6 EIS states some land subsidence from tunneling is EXPECTED, which will possibly cause tensile strain in the masonry on nearby homes; this is an admission that massive earthworks can foreseeably cause adjacent damage. I should have thought that it would be incumbent upon the construction companies involved, and/or the RMS to obtain proper insurance to cover this eventuality? If no such insurance is in place, such a project should not be contemplated at all, in that to proceed could be considered reckless in the extreme, exposing the companies and authorities to litigation. Please, drop this project. We don't want it.

OBJECTION 7: TRAFFIC MODELLING IS FLAWED. The F6 EIS traffic modelling has completely disregarded the likelihood of "rat-running" to avoid tolls. In other words, the traffic modelling is only half done. What sort of project proceeds on half-done assessments and calculations? Calculations prove that up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance. People do not have the money to spend on tolls these days, with wages stagnant and income stretched: Of course people will "rat-run" when their budgets are tight. I myself will rat-run (mainly to avoid clogged tunnels and choking to death in fumes!). I suggest the EIS is inadequate in this regard, and so cannot be relied upon. If the EIS is flawed, how can it serve as a basis for decision-making on a major project such as this?

I urge you again: drop the F6 immediately. No one wants it.

OBJECTION 8: TRAVEL TIME SAVINGS. The purported travel time “savings” of the F6 are underwhelming and will of course be short-lived as more people are tempted to drive because of the presence of a road, rather than take the bus or the train, even though it costs them money in tolls. Money spent on tolls leaves less money for the family budget. A proper network of public transport subsidized by government makes so much more sense, and is more equitable to society. Please let’s have public transport, not toll roads. We don’t want them.

OBJECTION 9: IMPACTS & BENEFITS. The social and environmental impacts described in the EIS are totally unacceptable and far outweigh any benefits of the project, if indeed there are any. In fact, I suspect the ONLY benefit of the proposed F6 project will accrue to the shareholders of Transurban, or to the shareholders of whichever private company gets overall control of the toll road system. There are serious flaws in the EIS modelling, and I suspect that actual impacts are likely to be even greater than those forecast, which are already unacceptable. Cancel this project, for goodness’ sake!

OBJECTION 10: CONSTRUCTION NOISE IMPACTS. This is a major irritation, which can drive sane people totally bonkers. We have witnessed this in the Eastern Suburbs, where for THREE CONTINUOUS YEARS, the construction of the Light Rail has impacted thousands of businesses and home owners. Residents exposed to years of 24/7 high impact construction noise have even been denied in-house noise attenuation, as such noise is deemed “temporary”. The four years of noisy construction probable for the proposed toll way cannot be regarded as “temporary”.

To add insult to injury, during the terrible ordeal of the Light Rail construction noise phase, the residents most affected were given free ear plugs! What a farcical joke! The Light Rail construction is probably nowhere near as bad as the toll way construction will be in terms of disruption, noise, light pollution, dust, etc, as the construction disruption of a major toll road is of an order of magnitude greater than that of a Light Rail.

Please, drop this project. We’ve all had enough disruption for one lifetime. It would only be acceptable if a proper heavy railway were to be built instead, as the benefits would accrue to the whole of society for decades to come. A toll road will do the opposite.

OBJECTION 11: SOCIAL IMPACTS. To my mind, that whole communities should be disastrously impacted by such a project is unacceptable, as the benefits (if any) are minimal, especially to those most impacted. The social impact study should be rejected, as it ignores well-established evidence of the significant negative impacts on people and the loss of community identity and social connections. In contrast, good access to properly planned PUBLIC transport supports community health in various positive ways: Public transport encourages walking and/or cycling, and dramatically reduces dependence on driving. (Each hour spent driving can increase a person’s risk of obesity by around 6%.) Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health; children are especially vulnerable due to their developing brains and bodies. We should be encouraging people to ditch their polluting cars in favour of a healthy walk to the train

station; statistics show that in Australia, 60% of adults and 70% of children and adolescents do not get enough exercise!! The planned F6 extension will do absolutely nothing to address this problem, and will actually exacerbate it.

Think of that, and cancel the project, I beg you.

CONCLUSION: DROP THIS PROJECT.

We do NOT need more roads in Sydney; we certainly do not need more TOLL ROADS in Sydney. What we DO need is a proper heavy rail public transport system. It's obvious. The impacts as outlined in the EIS are unacceptable all round, and the benefits are minimal and uneven – some people and communities are benefitted at the direct expense of other communities. What we need in Sydney, given the unprecedented explosion in densification imposed on us, is more and better PUBLIC transport to keep Sydney moving. There really is no other way from now on. I know it, you know it: it's a no-brainer.

I DEMAND that the Secretary of Planning to refuse approval for this project, and replace it with a comprehensive plan for proper a proper public transport network instead. Toll roads are SO last century.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Claire Bettington

[REDACTED] Maroubra NSW 2035

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Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please include / exclude my personal information when publishing this submission to your website.

I am writing in a very distressed state at what destruction this development is going to cause to the environment. This city belongs to all of us including our animals. Money is not everything.

In particular, I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. The F6 extension is purely to feed more toll-paying traffic onto Transurban's WestConnex.

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

Already there are families reporting damage caused by WestConnex construction. The RMS 'mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers. The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent.

I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time “savings” of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

The project will reduce social and visual amenity due to the concrete pollution stacks will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity with more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed “temporary”. Four years of noisy construction cannot be regarded as “temporary”.

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person’s risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Ellie Robertson

[REDACTED]

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[REDACTED]

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[REDACTED]

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[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please include / exclude my personal information when publishing this submission to your website.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. The F6 extension is purely to feed more toll-paying traffic onto Transurban's WestConnex.

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores Inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and

F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

Already there are families reporting damage caused by WestConnex construction. The RMS 'mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers. The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent.

I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time "savings" of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

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Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Simon Poole
Marrickville

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

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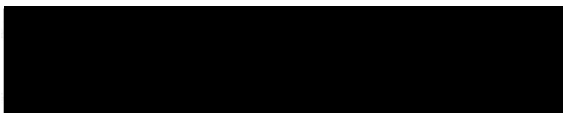
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We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

A solid black rectangular box used to redact the signature of the person writing the letter.

[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today. More decentralisation is necessary in Australia over the Great Divide.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

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Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Janet Fingleton

 Far Meadow NSW 2535, Australia

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[REDACTED]

[REDACTED]

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[REDACTED]

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Yours sincerely,

Vicki Barker

██████████ Sans Souci NSW 2219, Australia

[REDACTED]

[REDACTED]

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Yours sincerely,

Geoffrey Cohn

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

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Yours sincerely,

Amy Nieschmidt

██████████ Sans Souci NSW 2219, Australia

[REDACTED]

[REDACTED]

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Yours sincerely,

Laetitia Rodriguez

██████████ Mascot NSW 2020, Australia

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[REDACTED]

[REDACTED]

[REDACTED]

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Yours sincerely,

Brian Freeman

Annandale NSW 2038, Australia

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Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care". These unfiltered stacks are within a kilometre of my home and my son's school. Why not filter the stacks to reduce potential health effects?

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. The F6 extension is purely to feed more toll-paying traffic onto Transurban's WestConnex.

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

Already there are families reporting damage caused by WestConnex construction. The RMS 'mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers. The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent.

I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time “savings” of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

The project will reduce social and visual amenity due to the concrete pollution stacks will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity with more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed “temporary”. Four years of noisy construction cannot be regarded as “temporary”.

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person’s risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

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Yours sincerely,

Josephine Farrell



[REDACTED]

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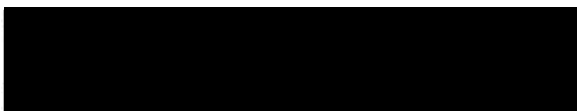
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Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

To whom it may concern,

I object to the F6 Extension as it is a terrible idea and waste of state resources, with obvious shortcomings before it has even begun.

I object to a transport solution that involves unfiltered exhaust stacks and portals located close to schools, homes and kids sports fields. My children's schools are just blocks away from proposed sites and I find it cruel and incomprehensible that the government and planning teams could consider placing them here WITH NO FILTRATION.

At various community consultations, we've been told the equivalent of 'she'll be right, don't worry' but this is not TRUE. Please take responsibility for this oversight now before it's too late and people are harmed by this pollution.

I also object to current planning that sees a F6 exit dump hundreds of cars onto roads in and around these schools, which are already choked with traffic during peak hour. This shows a severe lack of foresight and will generate more problems than it will solve, let alone dangerously placing more cars on roads passing schools.

The EIS acknowledges that at tunneling at 35 metres and less causes a real risk of damage to homes due to settlement (ground movement).

The F6 should not be approved with such tunneling depths permitted and with no detail as to the extent of damage and how and when it will be repaired.

It has led to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to construction works, with no assurance that their property damage will be promptly and satisfactorily fixed.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation, particularly in light of the unlivable conditions already imposed on residents of Haberfield, Ashfield, St Peters and Arncliffe.

The complaints process is inadequate. The experience residents have is a cut and paste email that states that the EPS licenses allows such unreasonable noise or other intrusion. The Dept. of Planning, who have the role of governance, are incapable of enforcing adherence to their Conditions of Approval. Given the lack of protection afforded to residents, I object to the F6 extension.

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Yours sincerely,

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Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

Lastly, apart from all of the above, in simple words, a personal everyday experience from my local community.

RMS may have had a variety of community consultations.

Have You Asked The Children?

The children and teens who use Bicentennial Park. The children who play at Bicentennial Park; the teens who skateboard; the grandparents who walk their grandchildren there and back home.

I am going to wear ‘my aunt hat’ for a moment. I am the aunt of a happy active 7 year old boy. My sister and I often take my nephew to play at Bicentennial Park. Which parent, aunt/uncle, grandparent is going to take their kids to play at Bicentennial Park when an unfiltered exhaust stack is right next to it? Would you take your kids? ? ? ?

Apart from the pollution, dust, noise etc., which are going to force everyone in the communities along the WestConnex F6 Extension construction to stay indoors, it is going to have another significant impact. It is going to force the children and teens to use the screens more (iPads, mobiles, laptops, T.V.) and be less active. This is going to have a lifelong impact during the construction and after the construction. Adults are time-poor. If they can't fit in some exercise/physical activity in their weekly schedule, they're not going to do it.

So how do you expect the children, the teens, the parents, the grandparents, the young and the old in communities to "Findyour30"? This is what Australia is advising Australians. "Find your 30", "Move it Australia" aim to promote participation in physical activity.

I object to the WestConnex F6 Extension because it will destroy the environment, the green spaces where people go for a walk as well as the play areas for kids & families.

Please, click on the following website to have a look: <https://www.sportaus.gov.au/findyour30>

Here's a quote directly from the website: "Sport participation by Australians is becoming increasingly passive. Australians need to put down the remote control and mobile devices and head outdoors for a half-hour walk."

DR DAVID HUGHES, AIS CHIEF MEDICAL OFFICER

Please, if you're not already familiar with the health impact as well as the significant cost associated with physical inactivity, click on the following links:

<https://www.aihw.gov.au/reports/australias-health/australias-health-2018/contents/indicators-of-australias-health/physical-inactivity>

<https://www.aihw.gov.au/getmedia/fe037cf1-0cd0-4663-a8c0-67cd09b1f30c/aihw-aus-222.pdf.aspx?inline=true>

Here's three extracts from "Australia's Health 2018 in brief" report, pages 22 and 24:

"Australians are not doing the recommended amount of exercise for their age each week. This is most pronounced among adolescents (aged 13–17), where 92% do not get the recommended amount of exercise."

"Our environment also plays a part. The term 'obesogenic environment' has been used to describe an environment that promotes obesity among individuals and populations. This includes factors such as limited access to green spaces, increasing work hours and sedentary jobs and the amount of time we spend doing screen-based activities (such as watching TV)."

“Small personal lifestyle changes could have big health gains for the population at risk of disease due to these factors: An extra 15 minutes of brisk walking by each person 5 days a week could cut Australia’s disease burden due to insufficient physical activity by about 14%. If this time rose to 30 minutes, the burden could be reduced by 26%.

The WestConnex F6 Extension construction is going to destroy the quality of life of Australians in these communities. I object to the WestConnex F6 Extension.

I am going to wear my ‘teacher hat’, however, I am not representing anyone, but myself. I do not work in any of the schools I am mentioning below. As I was writing this part of the letter, on Friday 14th December 2018, a large group of high school students from James Cook Boys Technology H.S. walked along President Avenue towards Brighton Le Sands beach. St. George Girls H.S. also walk often along President Ave. to get to Brighton beach. I know this because my home is on the corner of Cross St. and President Ave., Kogarah. I can see the students walking and I can hear them chatting and laughing happily as they pass my home. Walking is often offered to students as a recreational school sport option. It does two significant things: it allows students to participate in physical activity and it aids mental health (significant for teens and young people as mental health issues such as depression and anxiety are on the rise).

The construction of the WestConnex F6 Extension is going to affect negatively the lives of thousands of students in the surrounding schools: Brighton Le Sands Public, Kogarah Public, St. George Girls H.S., Kogarah H.S., James Cook Boys Technology H.S., Moorefield Girls H.S. and many other schools. This is a failure of “duty of care”. I object to the WestConnex F6 Extension.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Infrastructure Projects, Planning Services,
 Department of Planning and Environment
 Application number SSI 17_8931
 GPO Box 39 Sydney NSW 2001

F6 Extension: I am objecting to this project for the following reasons:

The F6 toll-road is an outdated 1950s approach that will fail the mobility needs of a 21st century Sydney.

I object to a transport "solution" that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find it disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary, St Peters primary, McCallum's Hill primary, Haberfield primary, Arncliffe primary, St. Francis Xavier Catholic primary (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

Air quality (and resulting health impacts) once the tunnels are in operation was not assessed with the inclusion of filtration, or other pollutant reduction measures, in the tunnel exhaust stacks. As a result, the potential benefit to human health of including filtration has not been objectively assessed.

In addition to providing potential physical and clinical benefits from reducing pollution exposure, there are psychological health benefits that should also be taken into consideration when evaluating the worth of installing pollution abatement measures in the stacks.

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The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground.

St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object that there is an inadequate complaints process in place. Residents complain of trucks idling for long periods, trucks rat running through local streets, high impact machinery at night, stated relief periods not adhered to, and / or the use of high pitch reverse beepers to no effect. The Department of Planning is ineffectual in enforcing compliance.

We need adaptable, innovative and an affordable holistic transport model of multiple modes. With 35% of Sydney's real estate already devoted to roads and parking, it's now time to turn our attention to improving public transport. I object to the F6 toll road as it perpetuates car dependence and is the most inefficient way to move people and freight.

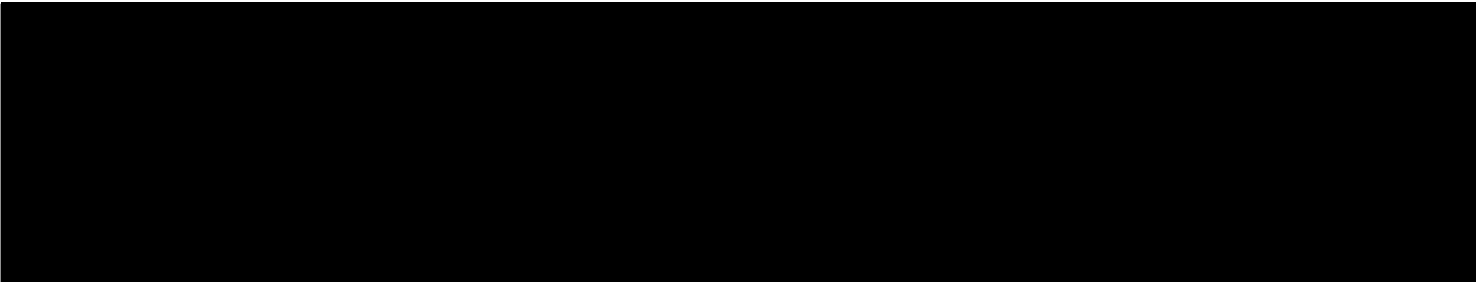
I further object:

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Name.....
Address.....
.....
Email.....
Signature.....

10/12/18



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Already there are families reporting damage caused by WestConnex construction. The RMS 'mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers. The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent.

I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time "savings" of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

The project will reduce social and visual amenity due to the concrete pollution stacks will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity with more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed "temporary". Four years of noisy construction cannot be regarded as "temporary".

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Leanne Warburton





[REDACTED]

[REDACTED]

MY OBJECTION to the F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931:

Firstly I want to draw your attention to the fact that the 35-day time-frame granted to communities to analyse this substantial EIS is far too short, especially for such a major project which will disrupt many thousands of lives and properties. If the Government is serious about community consultation this would have been on exhibition for at least 90 days, (and preferably not just before Christmas) as people are busy with other things at that time.

OBJECTION 1: TOLLS. I object to 43 years of the tolls! A great many people will be dead by the time this imposition has been paid off and the government owns the road again. Not even the Wollongong toll road cost this much over so lengthy a time. This is being imposed on drivers who will provide substantial income for a private motorway owner, Transurban, and as such is privatization by stealth, in view of the fact that the taxpayers of NSW are actually paying to construct the road in the first place. I am very angry about this.

And to add insult to injury, the toll will be calculated based on distance traveled, which grossly disadvantages people who live further south and west of the Sydney region. This is a terrible model, and I strongly object.

If there is to be (yet another) tollway, it should be a reasonable flat-rate toll. Otherwise people will find many ways to avoid the toll road and clog up other roads instead, which is the sort of traffic congestion new roads are meant to remedy. It is barmy to charge people money to use a road; instead you should make the road that you want people to use free of charge: only then they will all use it.

After all, the taxpayer has already forked out for the road, so why should they pay again and again to use it? Talk about extracting blood out of a stone. It really is profit-gouging of the worst sort, by a company that have not even earned or deserve to have the right to do so. If we have to pay tolls, it would be better that the money go back to the government coffers, so that the taxpayer may be reimbursed for the cost of the road construction.

As I said, I strongly object to this toll road model.

OBJECTION 2: POLLUTION. As someone who reluctantly but regularly travels from the Eastern Suburbs to Bankstown via the M5 toll road, I am very aware of the extremely high levels of toxic fumes in the tunnel. I try to hold my breath through that tunnel, as I shut off my car's outside air vents, close all the windows and hope that there is no delay that day in the tunnel – vain hope – most days some truck has got stuck and traffic is at a standstill. The emissions are so bad and the ventilation so inadequate that there is a blue fog in the tunnel most days. One day there will be a major incident in that tunnel, with hundreds of people choking to death in a traffic jam.

That's why I object to a new toll way in a tunnel: because of choking fumes accumulating within the tunnels, and above ground the background levels of air pollution around the ventilation stacks and tunnel entry points (portals) will be horrific. Local increases in deaths from pollution will happen, no doubt about it.

On this basis I strongly object to this failure by the NSW State Government in their duty-of-care for public health, in favour of short-term cost-cutting. Much more sensible would be for the government to seriously commit to a new railway line to the south, to duplicate or complement the existing railway lines. Everyone knows that trains carry hundreds of times more people than roads do, without the enormous pollution. Even the pollution generated to power the trains from coal-fired electricity will be rapidly reducing as soon as we turn to renewably-generated power. If everyone drove electric cars, that would of course be ideal, but that is unlikely to happen any time soon. And even electric cars cause traffic congestion due to their sheer volume and low occupancy rates. I suggest you drop the toll road and build a railway instead. You know it makes sense!

OBJECTION 3: CLIMATE CHANGE. Overall increases in emissions from WestConnex, the proposed F6 extension, and any other planned toll roads will add to the planet's burden of Greenhouse Gases, and worsen Climate Change; this at a time when we really urgently need to be REDUCING emissions, not increasing them!

It is arrant nonsense for the proponents of the project to suggest that building the F6 will improve air quality and reduce emissions!!! Where on earth are they coming from? What are they thinking??? It beggars belief! Do they think we are all complete idiots? We all know that building and expanding motorways increases air pollution, just as building more motorways induces more traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions. What an absolute insult to people's intelligence. And the proponent thinks we will meekly pay through the nose to travel on such a road? I for one will actively seek to travel on any other road or rail route, and I will boycott the Westconnex and the F6 (if built) forever. The Westconnex is an utterly stupid and really destructive project, being built at the wrong place at the wrong time and is a terrible waste of money. The F6 will be yet ano

ther fiasco and I suggest that you CANCEL it immediately.

OBJECTION 4: PUBLIC HEALTH WORRIES. What on earth are you thinking? - unfiltered exhaust stacks and portals located near children's schools and sports fields!!? This is a total failure of "duty of care" and the project should be immediately cancelled for this alone. Please, cancel it, otherwise, I foresee protracted future litigation in the mode of the long-running asbestos scandal and massive compensation claims. PLEASE, CANCEL IT. You know you want to.

OBJECTION 5: THE REJECTION OF PUBLIC TRANSPORT!!?

How on earth can an Environmental Impact Statement (EIS) REJECT public transport as an alternative to cars and roads? You know that most cities in the world have gone past the idea that building more roads and toll ways is an effective way to move people around cities, especially ones that are undergoing rapid densification as Sydney is.

- So why on earth is the Berejiklian NSW state government forcing us to use cars and toll ways more??

I smell corruption! The State government is blatantly partisan towards private road operators, who stand to gain totally undeserved windfall profits. The operator of the toll road will undoubtedly contribute to the Party coffers as a form of thanks/bribery/a way of ensuring further favours in the form of more and more road toll and other construction and management contracts. How on earth is this contributing to the public good? How is this to be perceived as the government representing the people, when plainly it is not? The only conclusion that can be drawn is that the NSW state Government is representing, aiding and abetting private profit-making ventures at the EXPENSE of the people. This is NOT what government is for. Bring on March 23rd when the people will show Ms Berekikian et al exactly how angry we are with her government and her rotten policies, including the massive handout to private companies for building and operating toll roads.

I demand that this project be refused approval by the Secretary of Planning, and all toll road plans be shelved immediately and forever. We don't want them, we don't need them and they are a massive backwards step to the thinking of the 1950s, already discredited around the world. Please take notice of the experience of other countries. In fact, I know that you know this, so why persist with toll roads? Do us all a favour and DROP THE F6 plan, NOW!.

OBJECTION 6: PROPERTY DAMAGE LIABILITY. I was utterly disgusted to discover that every homeowner across the WestConnex route is liable for the financial costs of repairing their own properties if damaged during toll road construction!! This is appalling, considering that (a) They didn't want the Westconnex near their home in the first place; (b) they did not cause the damage; and (c) it is reasonably foreseeable that such a massive construction project would cause damage to nearby properties, and the construction companies involved should have the proper insurances in place.

I read that families reporting damage to their homes caused by WestConnex construction have been denied compensation! The RMS has blamed "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner!! This is totally unconscionable!!

I also read that RMS concealed detailed documents which were requested by homeowners' independent engineers. It is absolutely disgusting that the RMS already have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance!!

The F6 EIS states some land subsidence from tunneling is EXPECTED, which will possibly cause tensile strain in the masonry on nearby homes; this is an admission that massive earthworks can foreseeably cause adjacent damage. I should have thought that it would be incumbent upon the construction companies involved, and/or the RMS to obtain proper insurance to cover this eventuality? If no such insurance is in place, such a project should not be contemplated at all, in that to proceed could be considered reckless in the extreme, exposing the companies and authorities to litigation. Please, drop this project. We don't want it.

OBJECTION 7: TRAFFIC MODELLING IS FLAWED. The F6 EIS traffic modelling has completely disregarded the likelihood of "rat-running" to avoid tolls. In other words, the traffic modelling is only half done. What sort of project proceeds on half-done assessments and calculations? Calculations prove that up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance. People do not have the money to spend on tolls these days, with wages stagnant and income stretched: Of course people will "rat-run" when their budgets are tight. I myself will rat-run (mainly to avoid clogged tunnels and choking to death in fumes!). I suggest the EIS is inadequate in this regard, and so cannot be relied upon. If the EIS is flawed, how can it serve as a basis for decision-making on a major project such as this?

I urge you again: drop the F6 immediately. No one wants it.

OBJECTION 8: TRAVEL TIME SAVINGS. The purported travel time “savings” of the F6 are underwhelming and will of course be short-lived as more people are tempted to drive because of the presence of a road, rather than take the bus or the train, even though it costs them money in tolls. Money spent on tolls leaves less money for the family budget. A proper network of public transport subsidized by government makes so much more sense, and is more equitable to society. Please let’s have public transport, not toll roads. We don’t want them.

OBJECTION 9: IMPACTS & BENEFITS. The social and environmental impacts described in the EIS are totally unacceptable and far outweigh any benefits of the project, if indeed there are any. In fact, I suspect the ONLY benefit of the proposed F6 project will accrue to the shareholders of Transurban, or to the shareholders of whichever private company gets overall control of the toll road system. There are serious flaws in the EIS modelling, and I suspect that actual impacts are likely to be even greater than those forecast, which are already unacceptable. Cancel this project, for goodness’ sake!

OBJECTION 10: CONSTRUCTION NOISE IMPACTS. This is a major irritation, which can drive sane people totally bonkers. We have witnessed this in the Eastern Suburbs, where for THREE CONTINUOUS YEARS, the construction of the Light Rail has impacted thousands of businesses and home owners. Residents exposed to years of 24/7 high impact construction noise have even been denied in-house noise attenuation, as such noise is deemed “temporary”. The four years of noisy construction probable for the proposed toll way cannot be regarded as “temporary”.

To add insult to injury, during the terrible ordeal of the Light Rail construction noise phase, the residents most affected were given free ear plugs! What a farcical joke! The Light Rail construction is probably nowhere near as bad as the toll way construction will be in terms of disruption, noise, light pollution, dust, etc, as the construction disruption of a major toll road is of an order of magnitude greater than that of a Light Rail.

Please, drop this project. We’ve all had enough disruption for one lifetime. It would only be acceptable if a proper heavy railway were to be built instead, as the benefits would accrue to the whole of society for decades to come. A toll road will do the opposite.

OBJECTION 11: SOCIAL IMPACTS. To my mind, that whole communities should be disastrously impacted by such a project is unacceptable, as the benefits (if any) are minimal, especially to those most impacted. The social impact study should be rejected, as it ignores well-established evidence of the significant negative impacts on people and the loss of community identity and social connections. In contrast, good access to properly planned PUBLIC transport supports community health in various positive ways: Public transport encourages walking and/or cycling, and dramatically reduces dependence on driving. (Each hour spent driving can increase a person’s risk of obesity by around 6%.) Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health; children are especially vulnerable due to their developing brains and bodies. We should be encouraging people to ditch their polluting cars in favour of a healthy walk to the train

station; statistics show that in Australia, 60% of adults and 70% of children and adolescents do not get enough exercise!! The planned F6 extension will do absolutely nothing to address this problem, and will actually exacerbate it.

Think of that, and cancel the project, I beg you.

CONCLUSION: DROP THIS PROJECT.

We do NOT need more roads in Sydney; we certainly do not need more TOLL ROADS in Sydney. What we DO need is a proper heavy rail public transport system. It's obvious. The impacts as outlined in the EIS are unacceptable all round, and the benefits are minimal and uneven – some people and communities are benefitted at the direct expense of other communities. What we need in Sydney, given the unprecedented explosion in densification imposed on us, is more and better PUBLIC transport to keep Sydney moving. There really is no other way from now on. I know it, you know it: it's a no-brainer.

I DEMAND that the Secretary of Planning to refuse approval for this project, and replace it with a comprehensive plan for proper a proper public transport network instead. Toll roads are SO last century.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

David Pyett

Maroubra NSW 2035

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[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please include / exclude my personal information when publishing this submission to your website.

I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. The F6 extension is purely to feed more toll-paying traffic onto Transurban's WestConnex.

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

Already there are families reporting damage caused by WestConnex construction. The RMS 'mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers. The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent.

I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

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Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

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We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Susan Dorothea White

██████████ Annandale NSW 2038, Australia

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[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

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I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

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Yours sincerely,

Suzie Gold

██████████ Castlecrag NSW 2068, Australia

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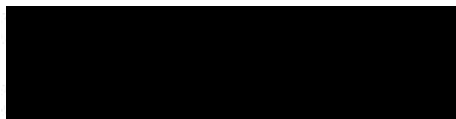
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I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

A solid black rectangular box used to redact the signature of the person writing the letter.



Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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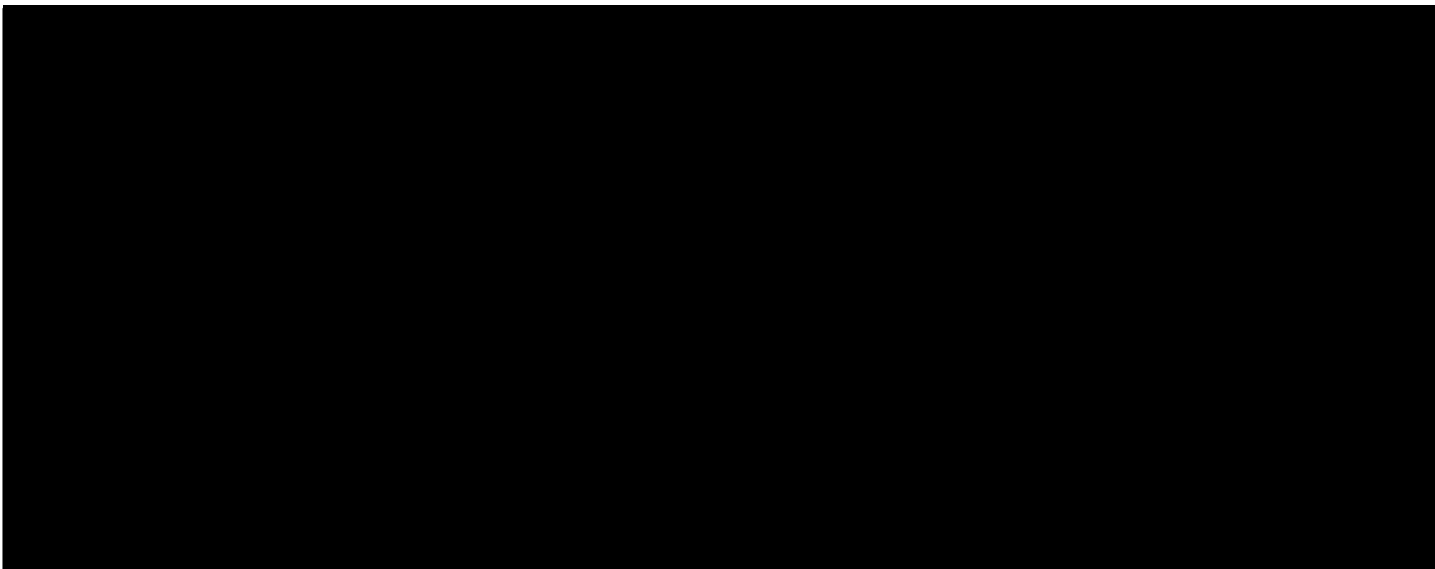
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Yours sincerely,

Mark Ko Ko

Macquarie Park NSW 2113, Australia





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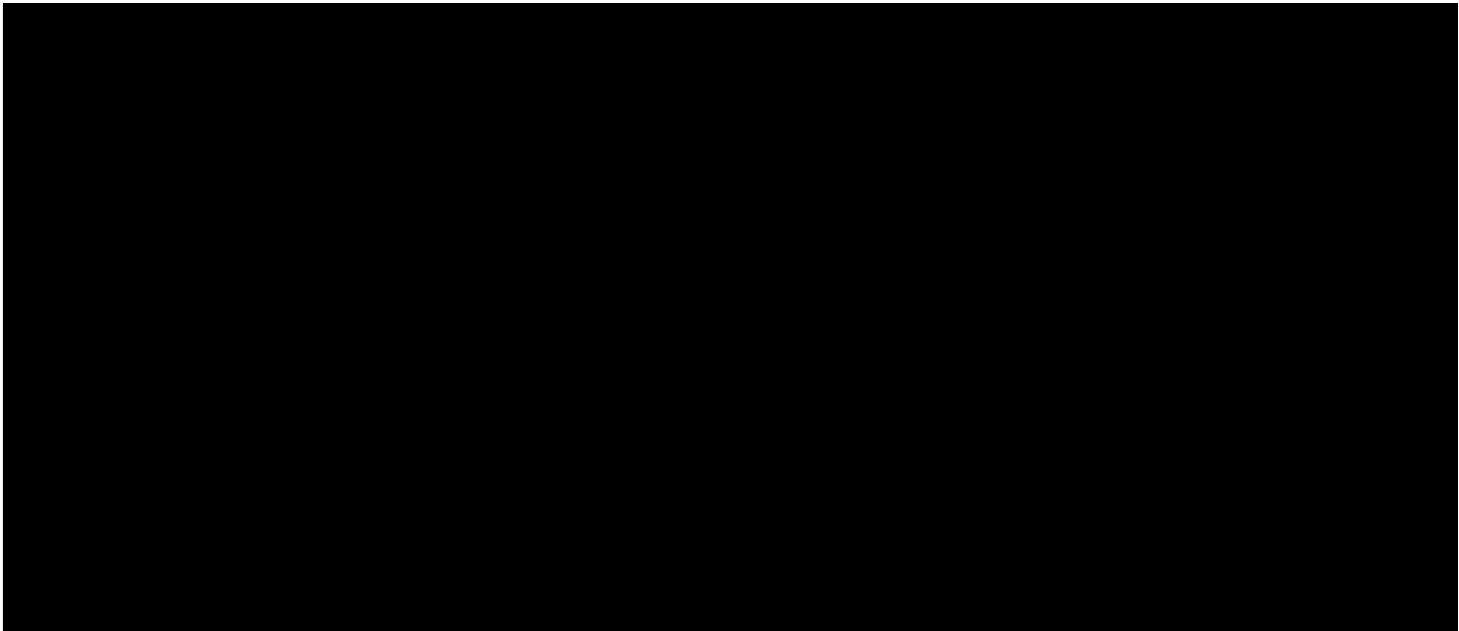
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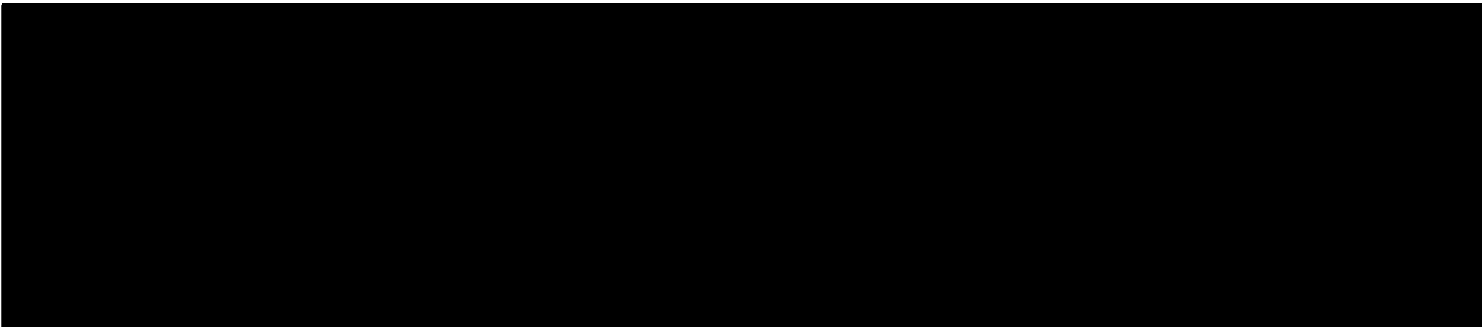
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Cath Blakey

██████████ Wollongong NSW 2500, Australia





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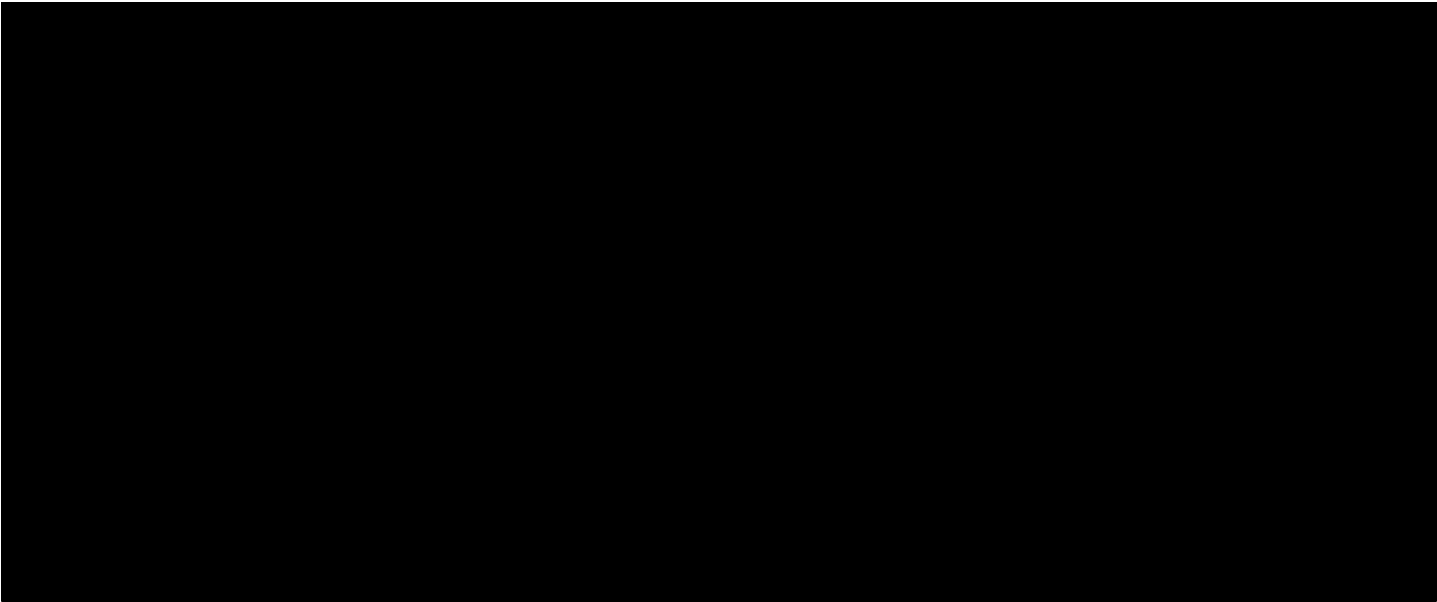
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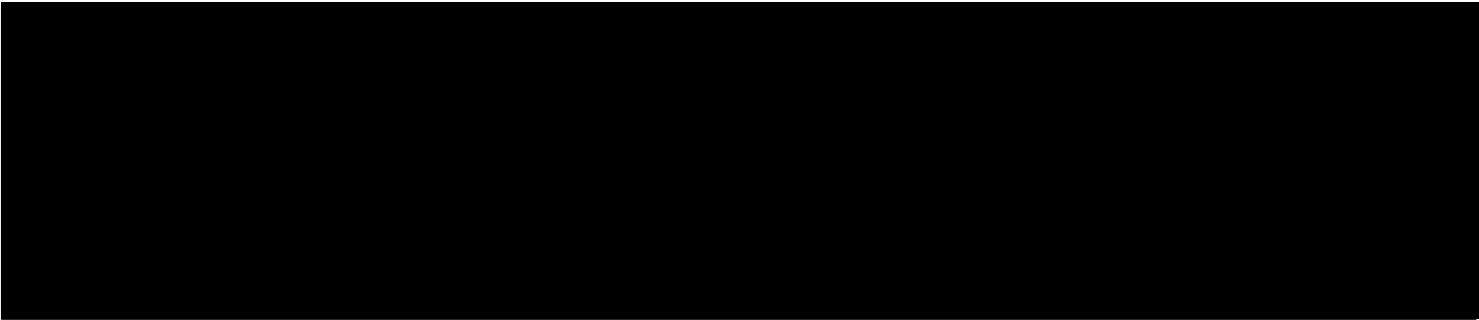
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Larry Postings





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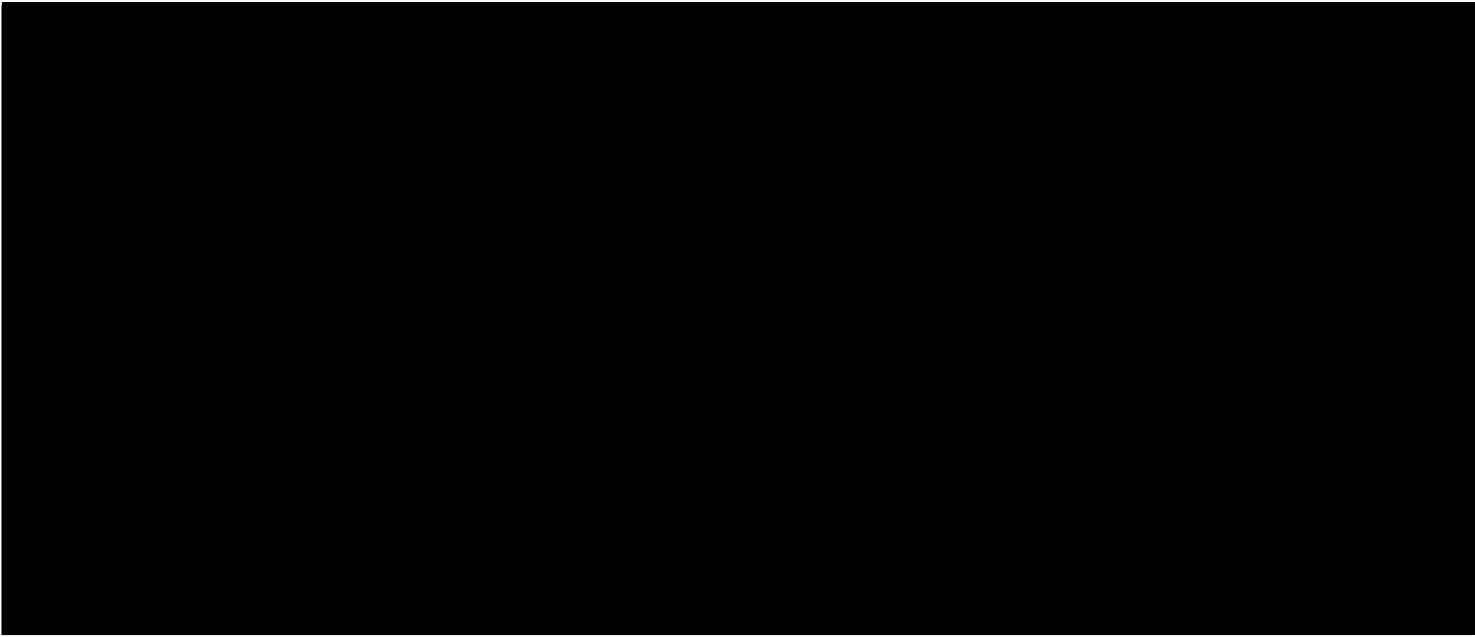
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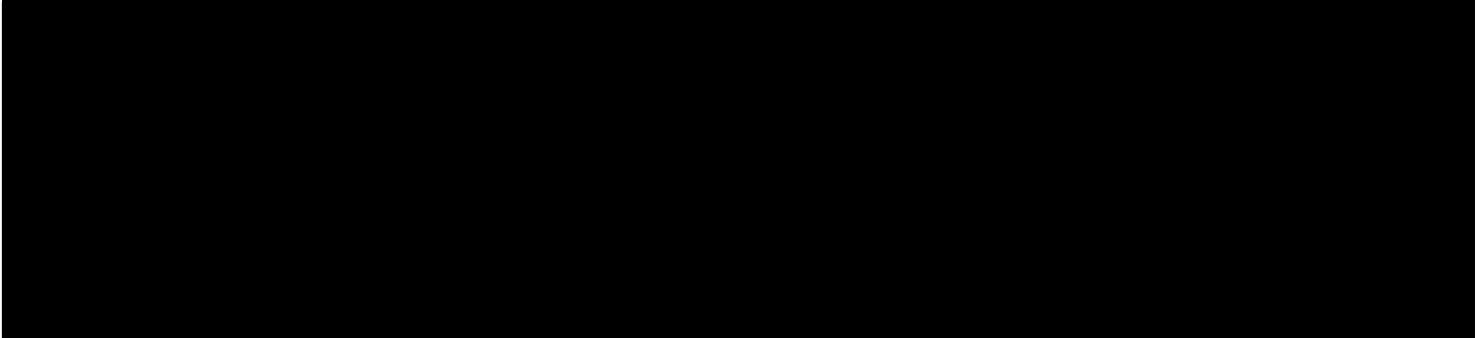
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Yours sincerely,

Marcus Pethurst

 Dulwich Hill NSW 2203, Australia





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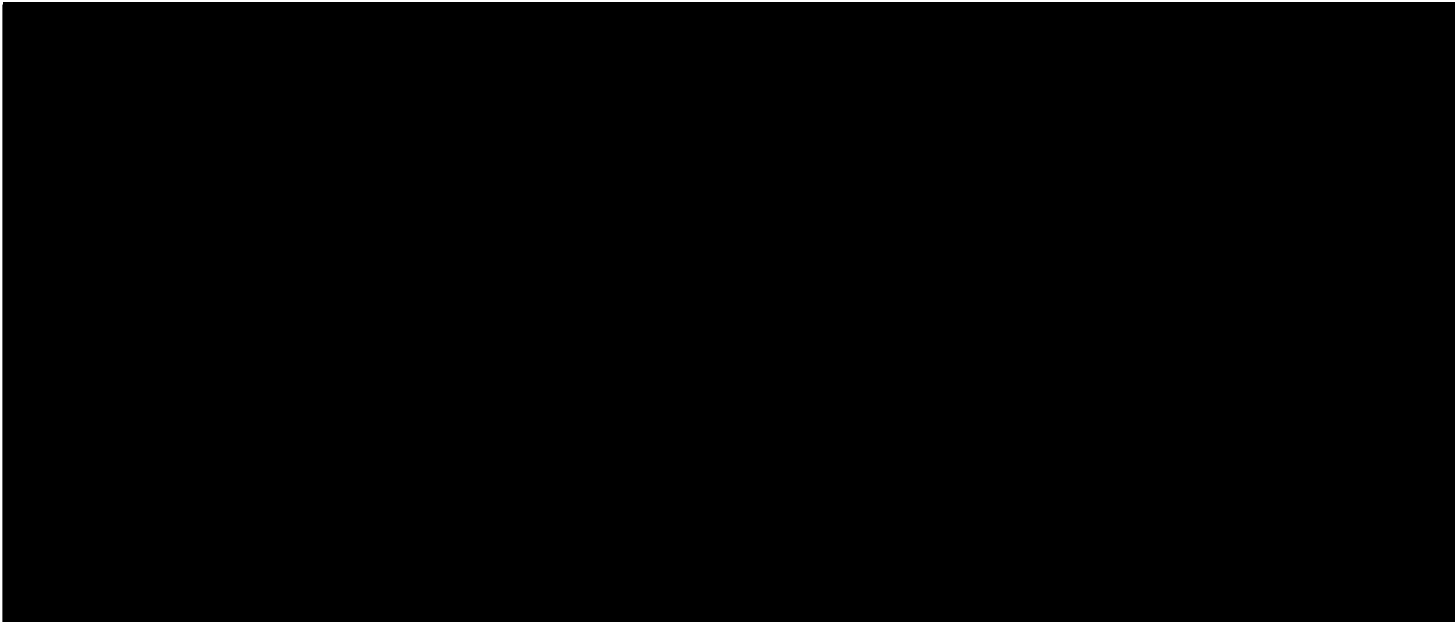
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Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Petra Jones

, Marrickville NSW 2204, Australia



[REDACTED]

[REDACTED]

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Yours sincerely,

Shaun Moroney

██████████ Canterbury NSW 2193, Australia

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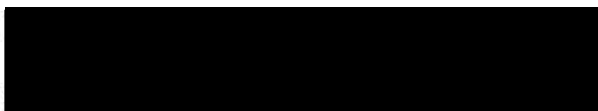
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A solid black rectangular box used to redact the signature of the author.

[REDACTED]

[REDACTED]

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Yours sincerely,

Simon Pinn

████████████████████ Austinmer NSW 2515, Australia

[REDACTED]

[REDACTED]

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Yours sincerely,

Madonna Nazzari

██████████ Banksia NSW 2216, Australia

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Lachlan MacLeod



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[REDACTED]

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I object to the WestConnex F6 Extension as it is instead of public transport and cycle path improvements that Southern Sydney desperately needs.

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time "savings" of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

The project will reduce social and visual amenity due to the concrete pollution stacks will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity with more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

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Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

Thrusting toll-roads into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport and safe direct cycleways.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

John Caley

[REDACTED] Newtown

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

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I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

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I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

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Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Ben Elters

████████ Sans Souci NSW 2219, Australia

[REDACTED]

[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Liam Jones

██████████ Ashfield NSW 2131, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

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It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

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I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

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Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Mark M

 Enmore

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Attn" Secretary, re: F6 Extension Stage 1 New M5 Arnecliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

It is astounding and beyond our comprehension that there is only a 35-day time frame granted to communities to analyze the substantial EIS. We object to this short-sighted State Government. If it was serious about engaging with the community, collaborating and consulting with the affected community, it would extend to at least 90-120 days.

We live near [REDACTED] which will no doubt become another arteriial/rat run for cars turning onto President Avenue, then to avoid The Grande Parade and Princess Highway, turn into O'Connell/Chuter Avenue. This is not sustainable. The state of this road at the moment is dreadful, due to construction heavy vehicles using this to avoid General Holmes Drive/Grand Parade/Princess Highway. Our houses are already shaking whenever such heavy vehicles 'zoom' down Chuter Avenue.

I cannot comprehend the reasons for bringing the tunnel to President Avenue. Common sense would suggest that you would take this tunnel close to Captain Cook Bridge, in order to avoid the deadlock and traffic buildup up to and including Brighthon-le-Sands, Ramsgate and Dolls Point. These suburbs have developed and are not to be used as thoroughfare to the southern suburbs of Sydney (Caringbah, Cronulla, Sutherland Shire). This is unsustainable as there would only be further traffic entering President Avenue, General Holmes Drive and the Parade.

Further, we object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

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Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

[Redacted signature]

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I object that the impact of up to 40% of the existing M5 traffic is predicted to rat-run due to toll avoidance has not been included in the traffic modelling of the F6.

The travel time "savings" of the F6 are underwhelming and short-lived. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.

The project will reduce social and visual amenity due to the concrete pollution stacks will be visually obtrusive. The increased traffic volumes on surface roads will result in lower amenity with more noise pollution, more fear and intimidation, increased crash risk etc. The increase in exhaust emissions from tunnel portals, pollution stacks and surface roads will result in increased smog and reduced visibility and air quality.

Residents exposed to years of 24/7 high impact construction noise are denied, what had been previously committed in the EIS, in-house noise attenuation as such noise is deemed "temporary". Four years of noisy construction cannot be regarded as "temporary".

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in livability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise.

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Roydon Ng

2144

[REDACTED]

[REDACTED]

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[REDACTED]

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[REDACTED]

Attn: Secretary, re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please exclude my personal information when publishing this submission to your website.

We object to the F6 Extension.

We are residents of the Kogarah Bay Ward (in the GeorgesRiver Local Government Area).

Princes Hwy and Rocky Point Road are the 2 main corridors that run through our area. While the F6 Extension Motorway claims to remove more than 2,000 trucks a day from surface roads, our concern is where are these 2,000 trucks going to go once they are out of the tunnel and back on surface? Clearly they will be funnelled out directly onto Princes Hwy and Rocky Point Road and continue right through the centre of our communities.

We object to the implementation of any 24 hour clearways on Rocky Point Road, as proposed as part of the implementation of the F6 Extension. Rocky Point Road is the heart of our local community. It is where we go to do our shopping, from local small business owners such as hairdressers, beauticians, barbers, news agencies, coffee shops, bakeries, local dress shops and gyms. Parking along this road is already at a premium with only a small parking lot behind the shops on Rocky Point Road. Every few hundred metres along Rocky Point Road a new unit block is being constructed, as well as a whole new suburb that is being constructed at Ramsgate Park. Literally thousands of new residents will live on Rocky Point Road with no additional parking and no additional public transport.

The removal of parking along Rocky Point Road will kill the community 'feel' of Ramsgate & Sans Souci and most likely kill the small local business that operate along there. The Roads Minister says the benefits to the majority of the population will be weighed against the impact of the Extension, and concedes that there will be an impact.

Enhancing traffic flow to the Sutherland Shire at the expense of the quality of life of St George residents and the livelihood of St George small businesses is not a benefit to the majority of the population. It is simply destroying one area for the benefit of another.

Most people from the Sutherland Shire want to get into the city, not to Arncliffe, and not to Parramatta or Blacktown via the WestConnex. Consequently a far better solution would be greater investment in public transport so the people of the Sutherland Shire have a fast and reliable alternative to driving their car.

We object to the loss of open green space and sporting fields which are more important than ever with the population targets set for the Georges River local government area by the Greater Sydney Commission. These losses will only compound the already unacceptable social and environmental impacts the proposed F6 Extension will have on our community.

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

We ask the Secretary of Planning to refuse approval for this project.

Declaration: We HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

[Redacted signature]

[Redacted text block]

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[REDACTED]

[REDACTED]

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I object to the 35-day time frame granted to communities to analyse the substantial EIS. If the Government is serious about community consultation this would have been extended to 90 days.

I object to 43 years of the tolls. This has been imposed on drivers as income for a private motorway owner, Transurban. The fact that the toll is based on distance traveled disadvantages people who live further south and west of the Sydney region.

The public are very aware that levels of in tunnel air pollution will reach very high concentrations; that background levels of air pollution would increase around the stacks and tunnel entry points (portals); and an increase in morbidity can be calculated. On this basis I strongly object to this failure in duty of care for public health, in favour of short-term cost cutting.

I object to the increase in emissions WestConnex, including the F6 extension, will cause, and the worsening of climate change that will result. I fundamentally reject the proponents' allegation that F6 will improve air quality and reduce emissions. It beggars belief. Building and expanding motorways increases air pollution, as motorways induce traffic. No credible authority in the world today would suggest that building motorways is the solution to cutting national greenhouse emissions.

I object that both the RMS and the tunnel proponents continue to deny the potential in these tunnels to use progressive in-tunnel filtration to alleviate adverse conditions, choosing to misrepresent the costs and the potential benefits of such systems.

I object that unfiltered exhaust stacks and portals are located near children's schools and sports fields. This is a failure of "duty of care"

I object to the WestConnex F6 Extension as it is instead of public transport improvements that Southern Sydney desperately needs. The F6 extension is purely to feed more toll-paying traffic onto Transurban's WestConnex.

Public transport is rejected by the EIS, so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

I object to the F6 extension. Building new roads is not the best way to deal with congestion in Australia's biggest cities. The standard response to addressing urban mobility issues has been to increase road infrastructure. Unfortunately, this creates a vicious circle: more roads encourage urban sprawl, which increases the use of motorcars. Adding roads is not necessarily the solution for the urban mobility challenges of today.

Building motorways within cities is out of step and out of date with contemporary travel patterns which ignores inter-generational changes in vehicle ownership, driver licensing and transport preferences. The WestConnex and F6 is a concept from the 1950's, already outdated and represents a significant waste of public funds. I therefore object to the F6 extension.

Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

It is appalling that every homeowner across the WestConnex route is at the personal financial risk of having to repair their own properties.

Already there are families reporting damage caused by WestConnex construction. The RMS 'mitigate' by blaming "settlement" for the significant cracking now found in these homes and place the onus of proof back to the homeowner. Although this action is unconscionable, the RMS then conceal detailed documents as requested by homeowners independent engineers. The RMS have a track record for failing to "make good" the damage they have caused and the Department of Planning are powerless to enforce compliance. Given that the F6 EIS states some land subsidence from tunneling is expected causing tensile strain in the masonry on nearby homes, I must object to infrastructure projects that fail to protect homeowners from unconscionable behaviour of the proponent.

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Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Trisha Carlton

██████████ Newtown NSW 2042, Australia

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Scientific consensus is that high-emissions fossil fuel dependence is not sustainable and will inevitably lead to serious social, environmental and economic problems. The Australian transport sector does not rank well on efficiency and this carries significant costs. In Australia, rail transport has an important role to play when travelling longer distances and for certain types of freight.

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Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I reject the F6 in favour of investment in public transport.

We need more and better public transport to keep Sydney moving.

I ask the Secretary of Planning to refuse approval for this project.

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Yours sincerely,

Simone Tapeport

Maroubra NSW 2035, Australia

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[REDACTED]

[REDACTED]

[REDACTED]



PCU077384

Attn: Director
 Director Transport Assessments
 Department of Planning and Environment
 Application Number SSI 17_8931
 GPO Box 39 Sydney NSW 2001

Department of Planning
 Received
 5 DEC 2018
 Scanning Room

Re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

Please include/exclude my personal information when publishing this submission to your website.

Objection to the F6 Extension Stage 1

I strongly object to the F6 Extension Stage 1 which will have a hugely detrimental impact to the St George community's health and wellbeing.

NEGATIVE ENVIRONMENTAL IMPACTS:

- I object to the proposed loss outlined in the EIS of 41 significant and mature native trees, as well as hundreds of others, which will be replaced after construction only with low-level trees and shrubs. Bayside Council's tree canopy is only at around 12.3%, and with the increased high-rise development around Rockdale, Kogarah and Ramsgate, we need parks and recreation spaces as well as mature places for wildlife more than ever.
- I object to the destruction of the wetlands and parks and the ground level pollutants that will occur during construction, increasing the risk of contamination to other nearby waterways including Cooks River.
- I object to the "cut and cover" approach ploughing through precious playing fields just metres from Brighton-Le-Sands Public School which will result in dust and other pollutants, echoing what's happening at Haberfield and St Peter's.
- I object to the proposed unfiltered exhaust stacks, metres from homes and Brighton-Le-Sands Public School. These towers will impact the high-rise apartments, hospitals and schools nearby. Fine particle pollution can cause lung cancer and other diseases.

TRAFFIC IMPACTS:

- I object to the F6 because it will have no benefit to our community. Traffic for the F6 will all feed into President Avenue, Kogarah, which is busy enough as it is. Increased traffic at the corner of Princes Highway and President Avenue is a concern for pedestrian safety and will impede access to hospitals and schools.
- The F6 extension will divide our community, quite literally. The pedestrian access "footbridge" is only one point where we would be safely able to cross and there are proportionally more elderly residents in the area who want a swift route.
- Public transport is already scarce enough in our area, and more traffic on President Avenue will slow down travel times from buses going to/from stations.
- O'Connell Street, Monterey is predicted to have more heavy traffic including noisier and larger vehicles which could impact on our health and wellbeing; the "calming" measures do not solve the problem and could make routes even slower, thus directing them to Grand Parade instead.

- Banks St, Solander St and other side streets off O'Connell St will become busier for northbound cars cutting across to the F6 from the Grand Parade and avoiding turning left into President Avenue from Grand Parade. These are quiet residential streets with many elderly people and children.

HEALTH CONCERNS DURING CONSTRUCTION AND BEYOND:

- The impacts will not stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result.
- I object to the construction fatigue and noise disturbances outlined in the EIS which states that more than 100 homes in the vicinity are going to bear the brunt of the construction noise to such an extent that it may disturb sleep and have negative health impacts. This noise could happen 24 hours a day, 7 days a week. Not to mention homes outside of this in Kogarah and Arncliffe that will deal with spoil haulage along the route at all hours.

The F6 extension is not a good idea. To save only a few predicted minutes of travel time from Kogarah to the city (and it's a toll road) is just not worth a multi-billion-dollar project when alternatives such as public transport are available. Not only the financial costs, but the loss of dozens of mature trees, the destruction of the pathways and wetlands and importantly the ongoing negative health impacts with extra traffic, pollution and reduced walkability to what is currently a pleasant suburban area.

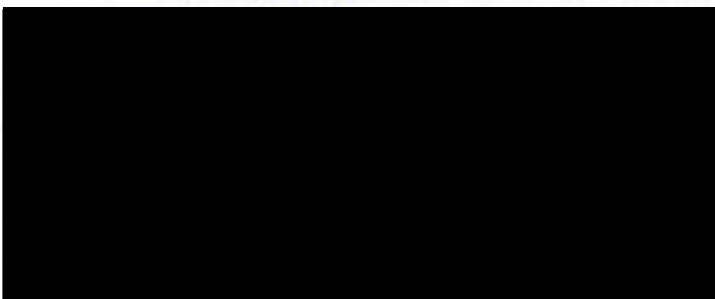
Issues raised at the Parliamentary Inquiry into Westconnex are alarming; families have been forced out of homes and residents have not been compensated for damaged property. We don't want this to be repeated with an F6.

In addition we object to the mere 35 days the community has had to write an objection to this.

I ask the Secretary of Planning to refuse approval for this project.

I further object:

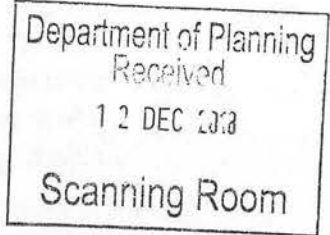
Yours sincerely,

A large black rectangular box redacting the signature of the person writing the letter.A handwritten signature in blue ink, appearing to be 'John Doe'.

Declaration: I have not made any political donations in the last 2 years.



Attn: Director
 Director Transport Assessments
 Department of Planning and Environment
 Application Number SSI 17_8931
 GPO Box 39 Sydney NSW 2001



Re: F6 Extension Stage 1 New M5 Arncliffe to President Avenue, Kogarah, project number SSI 17_8931

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I further object:

Yours sincerely,

Name: *MARIE WATT*
Address: [REDACTED] *MONTEREY 2217*
Email: [REDACTED]
Signature: [REDACTED]

Declaration: I have not made any political donations in the last 2 years.

Infrastructure Projects, Planning Services,
 Department of Planning and Environment
 Application number SSI 17_8931
 GPO Box 39 Sydney NSW 2001

F6 Extension: I am objecting to this project for the following reasons:

The F6 toll-road is an outdated 1950s approach that will fail the mobility needs of a 21st century Sydney.

I object to a transport "solution" that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find it disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary, St Peters primary, McCallum's Hill primary, Haberfield primary, Arncliffe primary, St. Francis Xavier Catholic primary (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

Air quality (and resulting health impacts) once the tunnels are in operation was not assessed with the inclusion of filtration, or other pollutant reduction measures, in the tunnel exhaust stacks. As a result, the potential benefit to human health of including filtration has not been objectively assessed.

In addition to providing potential physical and clinical benefits from reducing pollution exposure, there are psychological health benefits that should also be taken into consideration when evaluating the worth of installing pollution abatement measures in the stacks.

Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in liveability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise".

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I strongly reject the F6 in favour of investment in public transport.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground.

St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object that there is an inadequate complaints process in place. Residents complain of trucks idling for long periods, trucks rat running through local streets, high impact machinery at night, stated relief periods not adhered to, and / or the use of high pitch reverse beepers to no effect. The Department of Planning is ineffectual in enforcing compliance.

We need adaptable, innovative and an affordable holistic transport model of multiple modes. With 35% of Sydney's real estate already devoted to roads and parking, it's now time to turn our attention to improving public transport. I object to the F6 toll road as it perpetuates car dependence and is the most inefficient way to move people and freight.

I further object:

I ask the Secretary of Planning to refuse approval for this project.

Please ~~include~~ exclude my personal information when publishing this submission to your website Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Name.....
Address.....
.....
Email.....
Signature.....

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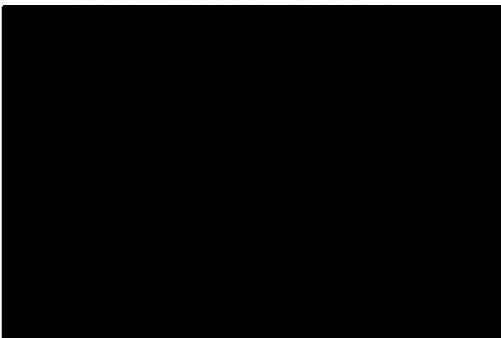
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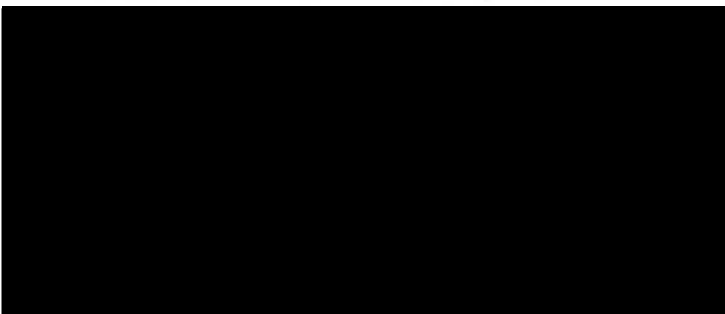
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Whole communities are being disastrously impacted by this project. The social impact study should be rejected, as it ignores well established evidence of the significant negative impacts on people and the loss of community identity and social connections. It is good access to public transport that supports community health in two ways: by encouraging walking and by reducing dependence on driving. Each hour spent driving can increase a person's risk of obesity by around 6%. Cars are also a major source of urban air pollution and noise, which are harmful to mental and physical health.

Walkability is an important factor in liveability because it promotes active forms of transport. Increasingly physically inactive and sedentary lifestyles are a global health problem, and contribute to around 3.2 million preventable deaths a year. In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise".

Thrusting toll-roads with unfiltered exhaust stacks into suburban areas that induces more traffic is not a contemporary urban plan. On this basis I strongly reject the F6 in favour of investment in public transport.

The relocation of community assets from Bicentennial Park to make way for the F6 extension will include soccer fields, open space, parking spaces, a footpath, skate ramp and a playground.

St George is critically short of open space and sports fields and the loss is unacceptable. Although Bayside Council is hoping for possible projects to replace lost assets it is unlikely these will occur as envisioned. WestConnex have a track record now for either failing to deliver or only partially delivering promised urban repair.

I object that there is an inadequate complaints process in place. Residents complain of trucks idling for long periods, trucks rat running through local streets, high impact machinery at night, stated relief periods not adhered to, and / or the use of high pitch reverse beepers to no effect. The Department of Planning is ineffectual in enforcing compliance.

We need adaptable, innovative and an affordable holistic transport model of multiple modes. With 35% of Sydney's real estate already devoted to roads and parking, it's now time to turn our attention to improving public transport. I object to the F6 toll road as it perpetuates car dependence and is the most inefficient way to move people and freight.

I further object:

I ask the Secretary of Planning to refuse approval for this project.

Please ~~include~~ exclude my personal information when publishing this submission to your website Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Name.....

Address.....

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Email.....

Signature..

26-11-18

Infrastructure Projects, Planning Services,
 Department of Planning and Environment
 Application number SSI 17_8931
 GPO Box 39 Sydney NSW 2001

F6 Extension: I am objecting to this project for the following reasons:

The F6 toll-road is an outdated 1950s approach that will fail the mobility needs of a 21st century Sydney.

I object to a transport "solution" that involves unfiltered exhaust stacks located close to schools, homes and kids sports fields. I find it disconcerting that Education Minister Rob Stokes stated "I won't be party to putting stacks near kids". "There is no way in hell that I'd support any development that would put the lives of pupils, teachers and parents at risk", yet when Minister for Planning, he approved the M4 and M5. Why aren't the thousands of children that attend Brighton-Le-Sands primary, St Peters primary, McCallum's Hill primary, Haberfield primary, Arncliffe primary, St. Francis Xavier Catholic primary (being just a few of some one hundred schools) exposed to dangerous pollution worth the small cost of stack filtration?

Air quality (and resulting health impacts) once the tunnels are in operation was not assessed with the inclusion of filtration, or other pollutant reduction measures, in the tunnel exhaust stacks. As a result, the potential benefit to human health of including filtration has not been objectively assessed.

In addition to providing potential physical and clinical benefits from reducing pollution exposure, there are psychological health benefits that should also be taken into consideration when evaluating the worth of installing pollution abatement measures in the stacks.

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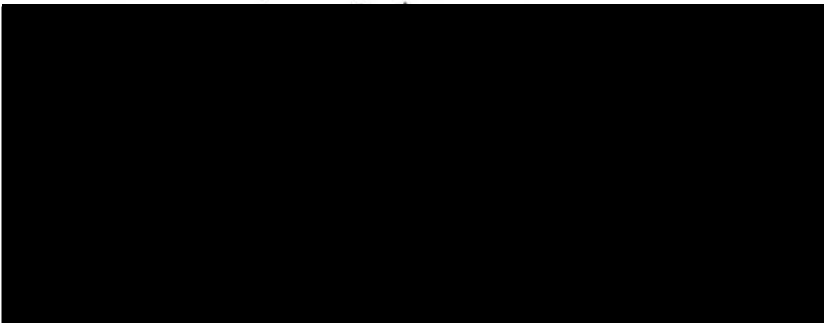
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22-11-18