

From: Wendy Hanna [REDACTED]
Sent: Wednesday, 20 January 2016 9:17 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

I make this submission in response to the WestConnex New M5 Environmental Impact Statement (EIS), project number SSI 14_6788. I strongly object to the whole WestConnex project for a range of reasons, which I have listed below.

I expect to receive a response to all of my concerns.

- I strongly object to the huge increases in traffic across the New M5 route that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.
- The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the WestConnex will not meet its goals. It should be rejected on that basis alone.
- I strongly object to further deterioration to our amenity that this project will cause. Statements such as "the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character" completely dismisses the significant change to our urban environment with the legacy M5.
- I particularly object to the transparent noise walls, as an "opportunity to enhance the driver experience with views across Canterbury Golf Course, Beverly Grove Park and Tallawalla St park". This demonstrates that urban repair for the people who actually live in these areas, as opposed to motorists passing through, is not a priority.
- I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

- No credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.
- I strongly object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from WestConnex.
- I strongly object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so independent traffic planners can test its results.
- I strongly object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use.
- I strongly object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste (asbestos) through heavily populated residential suburbs in inner and south-west Sydney to the western suburbs, where it will be dumped without any clear plans or information for communities affected.
- The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.
- I strongly object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.
- I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.
- I strongly object to the selection of tunnelling methods that may damage houses at the surface.
- I strongly object to a transport 'solution' that results in a further nine unfiltered exhaust stacks throughout highly populated suburbs.

- It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.
- I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.
- I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.
- I strongly object to a planning system that awards billion-dollar contracts to tollway construction company when local government staff and many experts are convinced the WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.
- I strongly object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million of taxpayer money to complete this EIS, despite the fact that it has been awarded other WestConnex contracts that depend on the project going ahead. This is an unacceptable conflict of interest given that these documents are supposed to be independent assessments. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modelling, and should be rejected on this basis alone.
- There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box, but it does not amount to community consultation. The Community Feedback report is misleading.
- I strongly object to the submissions period for this EIS being held during January when many of the people and institutions that will be most deeply affected by this project are on holidays or unavailable. For example, schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.
- Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social

connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

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

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

Yours sincerely,

Wendy Hanna

Dulwich Hill NSW 2203, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Alex Thornton [REDACTED]
Sent: Wednesday, 20 January 2016 9:17 PM
To: DPE CSE Information Planning Mailbox
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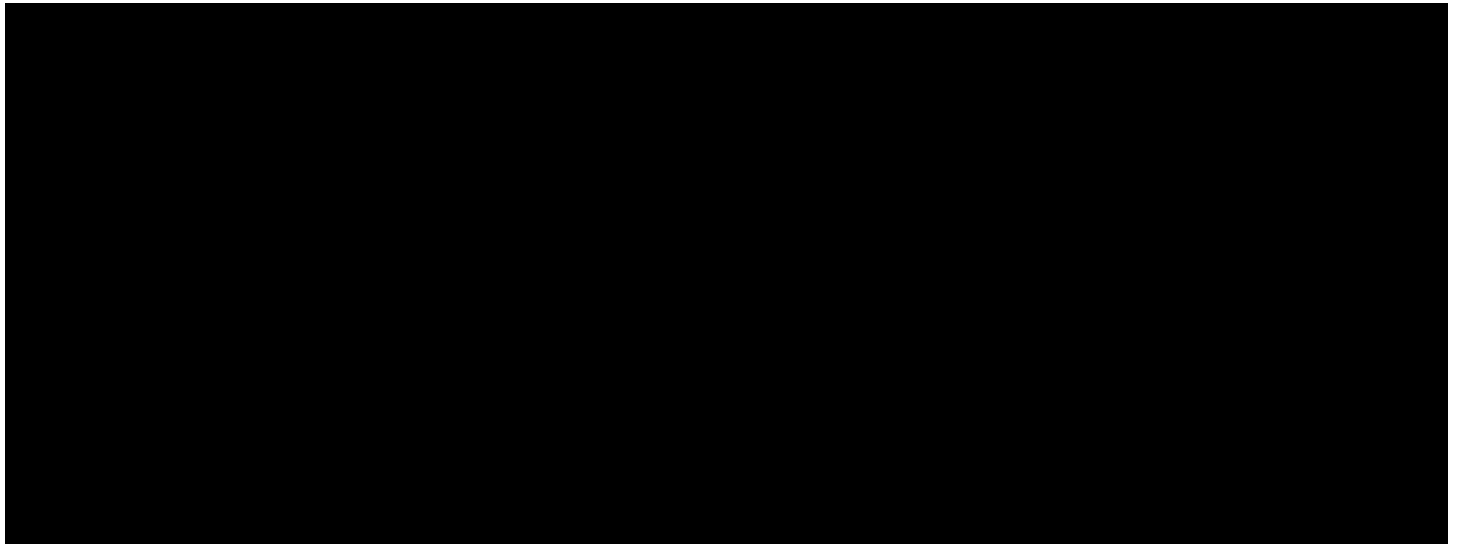
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Yours sincerely,

Alex Thornton

Sydney NSW 2043, Australia



From: Michelle Little [REDACTED]
Sent: Wednesday, 20 January 2016 9:14 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

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Yours sincerely,

Michelle Little

Sydney NSW 2042, Australia

From: Victoria Snook [REDACTED]
Sent: Wednesday, 20 January 2016 9:11 PM
To: DPE CSE Information Planning Mailbox
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Sydney NSW 2042, Australia

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I strongly object to the local roads on the Western works needing to absorb 50,000 extra cars per day, that are avoiding the tolls. We are in gridlock already in the mornings. WestConnex worsens our local situation in St George and Canterbury districts..

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

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The ST George and Canterbury districts urgently need improvements to public transport, to enable us to get to our places of work in the Southern Industrial area of Sydney. WestConnex means that we are still car dependent.

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This critically endangered woodland is THRIVING and in excellent condition. It supports a lot of our local fauna and is key to what makes our Linear Park walkway beautiful.

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

Scientists claim that these are one of two species that have skin secretions that have the potential to combat the hospital super bugs (staph). A loss of this frog can potentially cost lives

;

- I strongly object to the selection of tunnelling methods that may damage houses at the surface.
 - I strongly object to a transport 'solution' that results in a further nine unfiltered exhaust stacks throughout highly populated suburbs.
 - It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.
- I strongly object to key sports fields missed from the Social and Economic section and air quality. Clempton Park and Beverly Hills Park are home to many sports clubs. Hundreds of kids use these fields every weekend. Exertion through sport will result in inhalation of unfiltered toxins est 700 metres away.
- I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.
 - I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.
 - I strongly object to a planning system that awards billion-dollar contracts to tollway construction company when local government staff and many experts are convinced the WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

- I strongly object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million of taxpayer money to complete this EIS, despite the fact that it has been awarded other WestConnex contracts that depend on the project going ahead. This is an unacceptable conflict of interest given that these documents are supposed to be independent assessments. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modelling, and should be rejected on this basis alone.
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- Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

I strongly object to a project of \$17 billion and impacting over one million people, yet a 'find search' of the word benefits reveals nothing. In essence we are expected to give up the amenity of our suburbs with nothing positive in return.

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

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

Yours sincerely,

Emily English

From: Michael Poole [REDACTED]
Sent: Wednesday, 20 January 2016 9:02 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

I make this submission in response to the WestConnex New M5 Environmental Impact Statement (EIS), project number SSI 14_6788. I strongly object to this project and the whole WestConnex for a range of reasons, which I have listed below.

I expect to receive a response to all of my concerns.

- I strongly object to the huge increases in traffic across the New M5 route that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.
- The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the WestConnex will not meet its goals. It should be rejected on that basis alone.
- I strongly object to further deterioration to our amenity that this project will cause. Statements such as "the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character" completely dismisses the significant change to our urban environment with the legacy M5.
- I particularly object to the transparent noise walls, as an "opportunity to enhance the driver experience with views across Canterbury Golf Course, Beverly Grove Park and Tallawalla St park". This demonstrates that urban repair for the people who actually live in these areas, as opposed to motorists passing through, is not a priority.
- I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

- No credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.
- I strongly object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from WestConnex.
- I strongly object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so independent traffic planners can test its results.
- I strongly object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use.
- I strongly object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste (asbestos) through heavily populated residential suburbs in inner and south-west Sydney to the western suburbs, where it will be dumped without any clear plans or information for communities affected.
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I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Michael Poole

Sydney NSW 2042, Australia

From: Tonia Velasco [REDACTED]
Sent: Wednesday, 20 January 2016 8:59 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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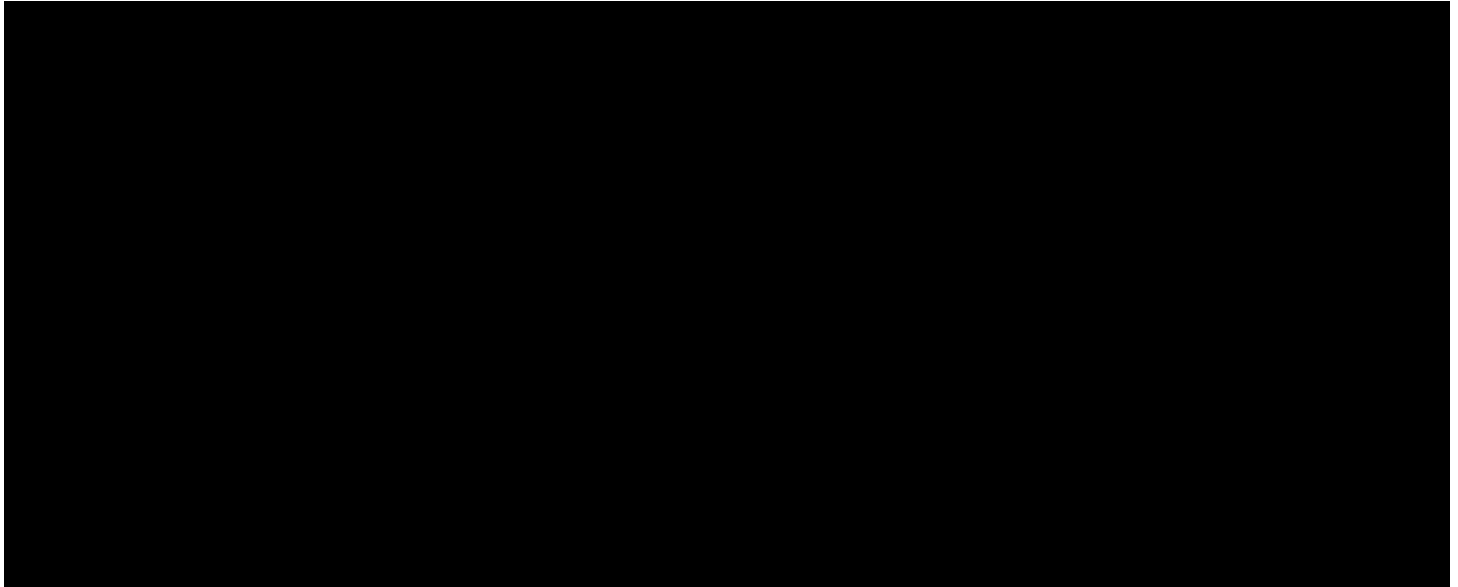
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Yours sincerely,

Tonia Velasco

Sydney NSW 2204, Australia



From: Jennifer Young [REDACTED]
Sent: Wednesday, 20 January 2016 8:59 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

How will spending \$16.8 billion on WestConnex provide a solution to Sydney's transport needs given the issues that have been highlighted, some of which are outlined below. Seriously. Alexandria and surrounding suburbs are so great. More traffic will be a nightmare. Please don't do it. Who benefits from this project?

I make this submission in response to the WestConnex New M5 Environmental Impact Statement (EIS), project number SSI 14_6788. I strongly object to this project and the whole WestConnex for a range of reasons, which I have listed below.

- the huge increases in traffic across the New M5 route that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.
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- the transparent noise walls, as an "opportunity to enhance the driver experience with views across Canterbury Golf Course, Beverly Grove Park and Tallawalla St park". This demonstrates that urban repair for the people who actually live in these areas, as opposed to motorists passing through, is not a priority.
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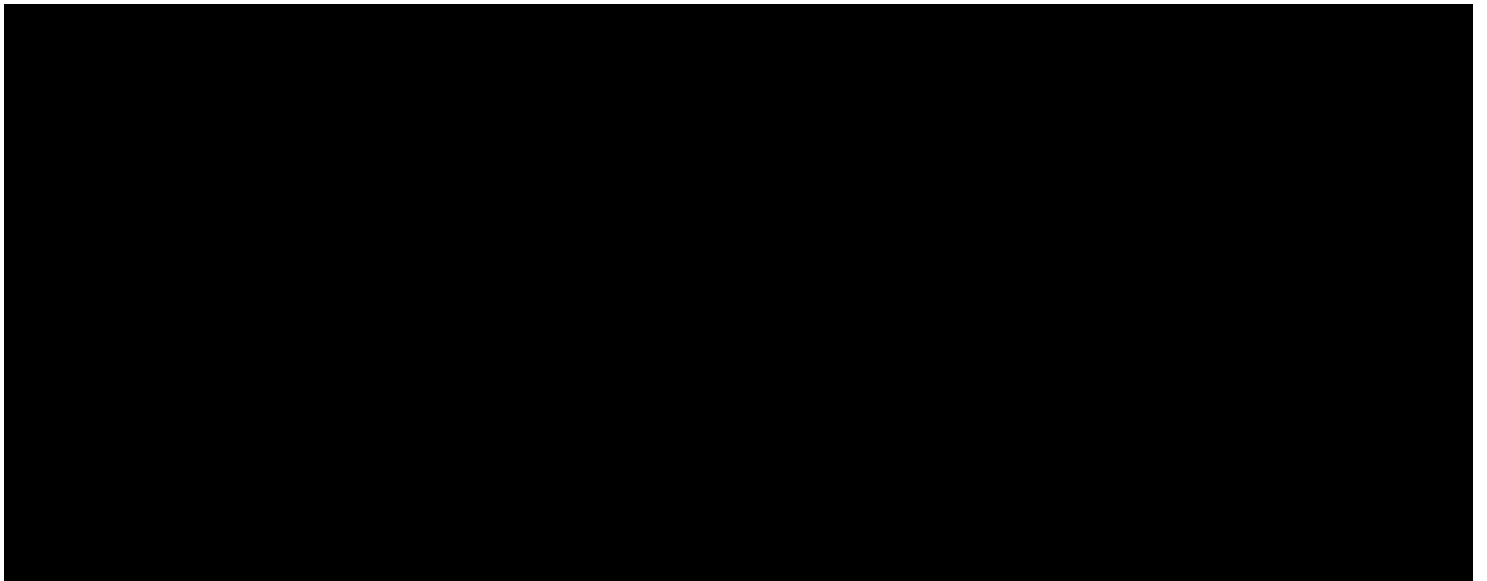
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Yours sincerely,

Jennifer Young

Sydney NSW 2015, Australia



From: Geoffrey Moxon [REDACTED]
Sent: Wednesday, 20 January 2016 8:44 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

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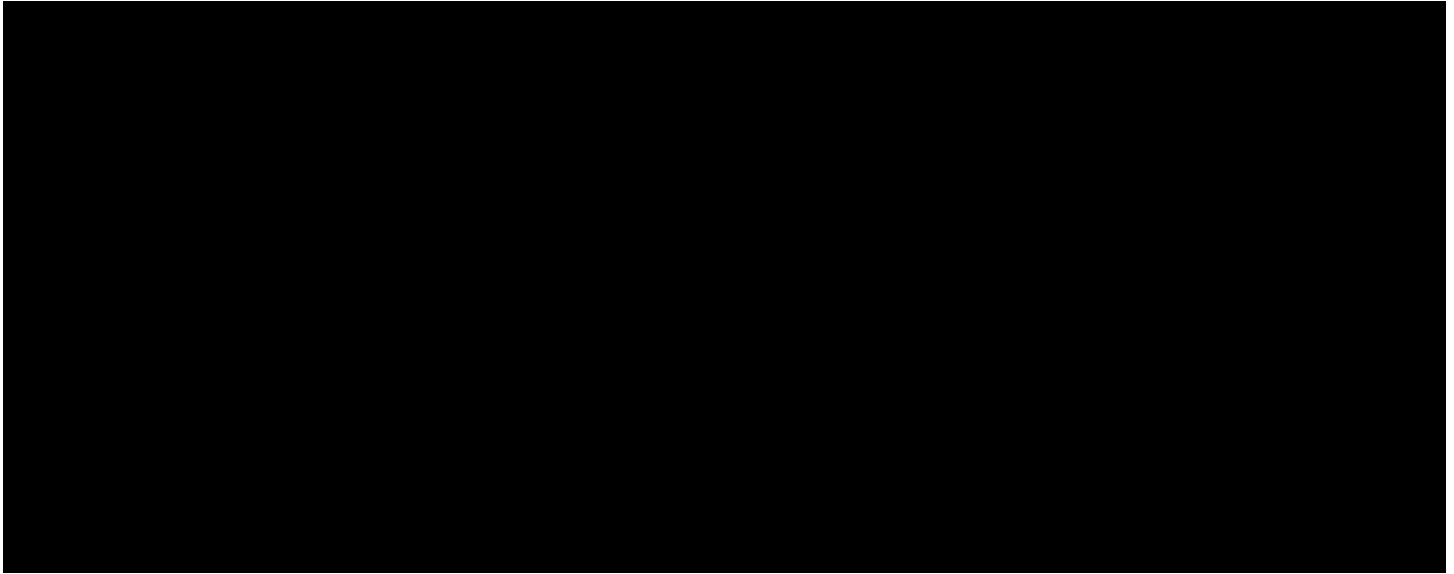
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I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending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

Yours sincerely,

Geoffrey Moxon

Sydney NSW 2114, Australia



From: Penny Craswell [REDACTED]
Sent: Wednesday, 20 January 2016 8:40 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

I make this submission in response to the WestConnex New M5 Environmental Impact Statement (EIS), project number SSI 14_6788. I strongly object to this project and the whole WestConnex for a range of reasons, which I have listed below.

I expect to receive a response to all of my concerns.

- I strongly object to the huge increases in traffic across the New M5 route that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.
- The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the WestConnex will not meet its goals. It should be rejected on that basis alone.
- I strongly object to further deterioration to our amenity that this project will cause. Statements such as "the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character" completely dismisses the significant change to our urban environment with the legacy M5.
- I particularly object to the transparent noise walls, as an "opportunity to enhance the driver experience with views across Canterbury Golf Course, Beverly Grove Park and Tallawalla St park". This demonstrates that urban repair for the people who actually live in these areas, as opposed to motorists passing through, is not a priority.
- I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

- No credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.
- I strongly object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from WestConnex.
- I strongly object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so independent traffic planners can test its results.
- I strongly object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use.
- I strongly object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste (asbestos) through heavily populated residential suburbs in inner and south-west Sydney to the western suburbs, where it will be dumped without any clear plans or information for communities affected.
- The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.
- I strongly object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.
- I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.
- I strongly object to the selection of tunnelling methods that may damage houses at the surface.
- I strongly object to a transport 'solution' that results in a further nine unfiltered exhaust stacks throughout highly populated suburbs.

- It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.
- I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.
- I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.
- I strongly object to a planning system that awards billion-dollar contracts to tollway construction company when local government staff and many experts are convinced the WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.
- I strongly object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million of taxpayer money to complete this EIS, despite the fact that it has been awarded other WestConnex contracts that depend on the project going ahead. This is an unacceptable conflict of interest given that these documents are supposed to be independent assessments. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modelling, and should be rejected on this basis alone.
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- Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social

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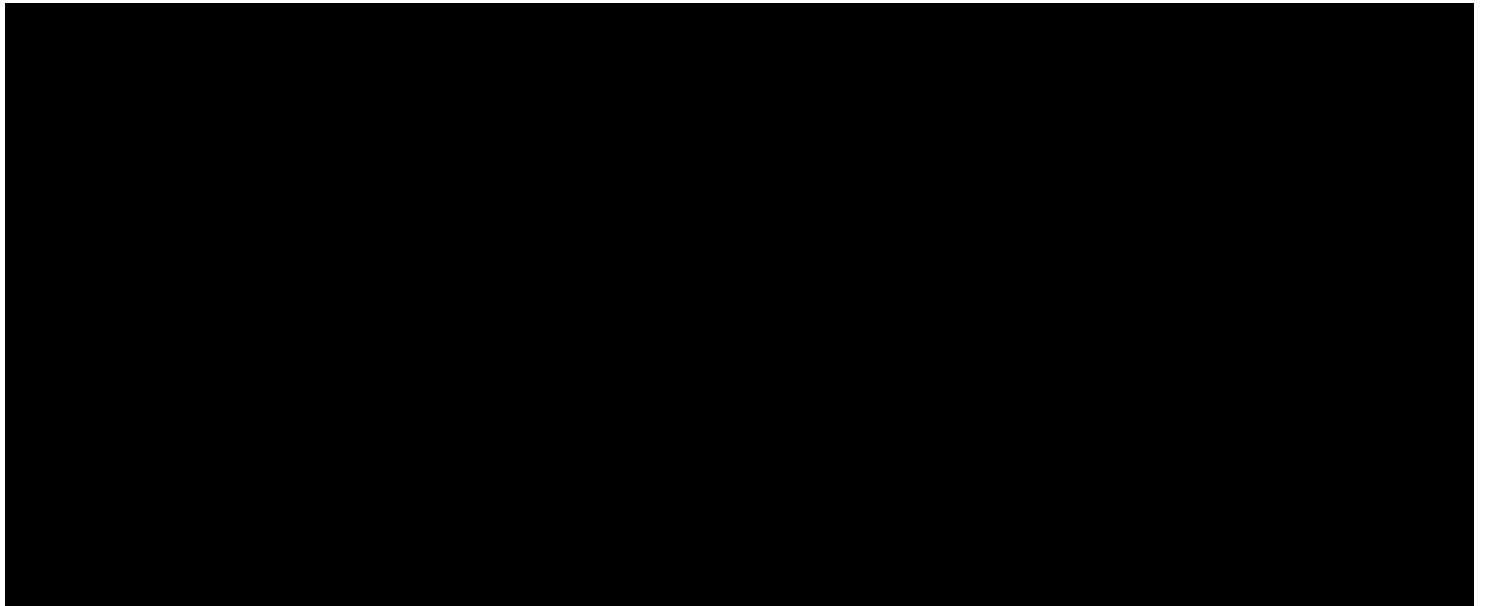
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Yours sincerely,

Penny Craswell

Sydney NSW 2043, Australia



From: Julia Corbett [REDACTED]
Sent: Wednesday, 20 January 2016 8:11 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

I make this submission in response to the WestConnex New M5 Environmental Impact Statement (EIS), project number SSI 14_6788. I strongly object to this project and the whole WestConnex for a range of reasons, which I have listed below.

I expect to receive a response to all of my concerns.

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Yours sincerely,

Julia Corbett

Sydney NSW 2043, Australia

From: Debra Toman [REDACTED]
Sent: Wednesday, 20 January 2016 7:56 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

Debra Toman

Sydney NSW 2044, Australia

From: [REDACTED]
Sent: Wednesday, 20 January 2016 7:54 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

I make this submission in response to the WestConnex New M5 Environmental Impact Statement (EIS), project number SSI 14_6788. I strongly object to this project and the whole WestConnex for a range of reasons, which I have listed below.

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Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

From: Helen McFadden [REDACTED]
Sent: Wednesday, 20 January 2016 7:32 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

I would like to make this submission in response to the WestConnex New M5 Environmental Impact Statement (EIS), project number SSI 14_6788 and would like to receive a response.

I strongly object to this project and the whole WestConnex for a range of reasons:

- I strongly object to the huge increases in traffic across the New M5 route that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
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- I strongly object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.
- I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.
- I strongly object to the selection of tunnelling methods that may damage houses at the surface.
- I strongly object to a transport 'solution' that results in a further nine unfiltered exhaust stacks throughout highly populated suburbs.

- It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.
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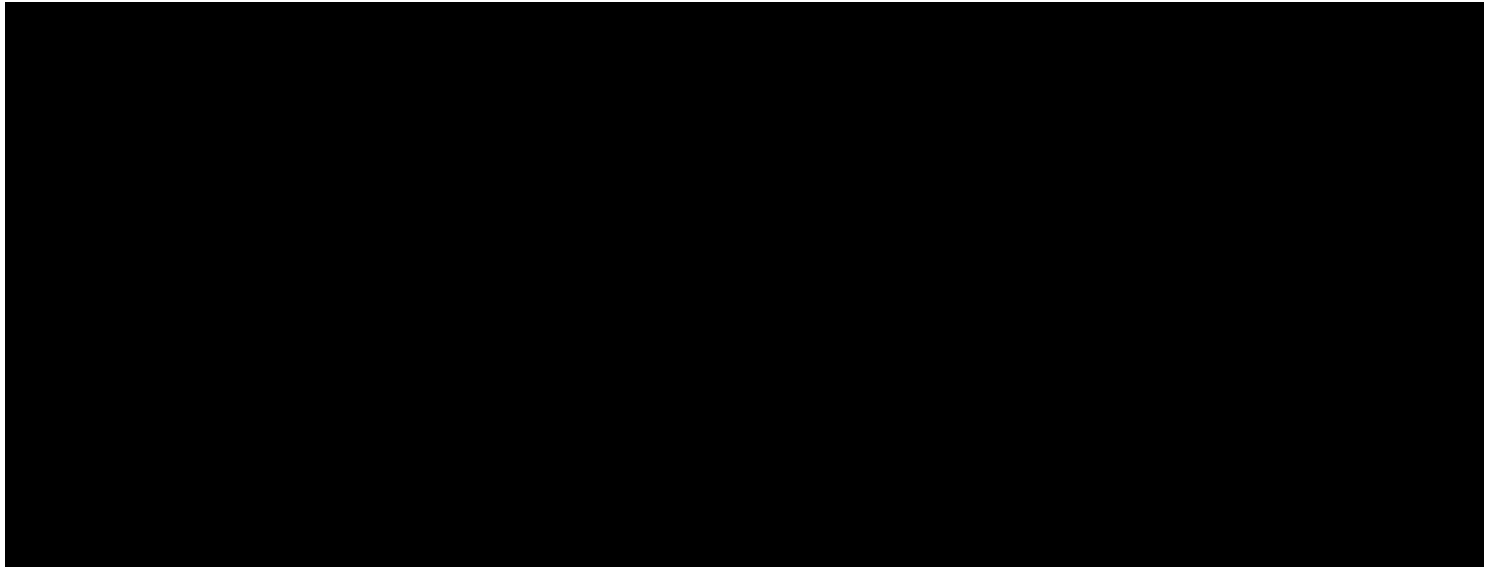
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I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Helen McFadden

New South Wales 2773, Australia



From: Joasia Gjda [REDACTED]
Sent: Wednesday, 20 January 2016 7:27 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

I make this submission in response to the WestConnex New M5 Environmental Impact Statement (EIS), project number SSI 14_6788. I strongly object to this project and the whole WestConnex for a range of reasons, which I have listed below.

I expect to receive a response to all of my concerns.

- I strongly object to the huge increases in traffic across the New M5 route that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.
- The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the WestConnex will not meet its goals. It should be rejected on that basis alone.
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- I particularly object to the transparent noise walls, as an "opportunity to enhance the driver experience with views across Canterbury Golf Course, Beverly Grove Park and Tallawalla St park". This demonstrates that urban repair for the people who actually live in these areas, as opposed to motorists passing through, is not a priority.
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- No credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.
- I strongly object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from WestConnex.
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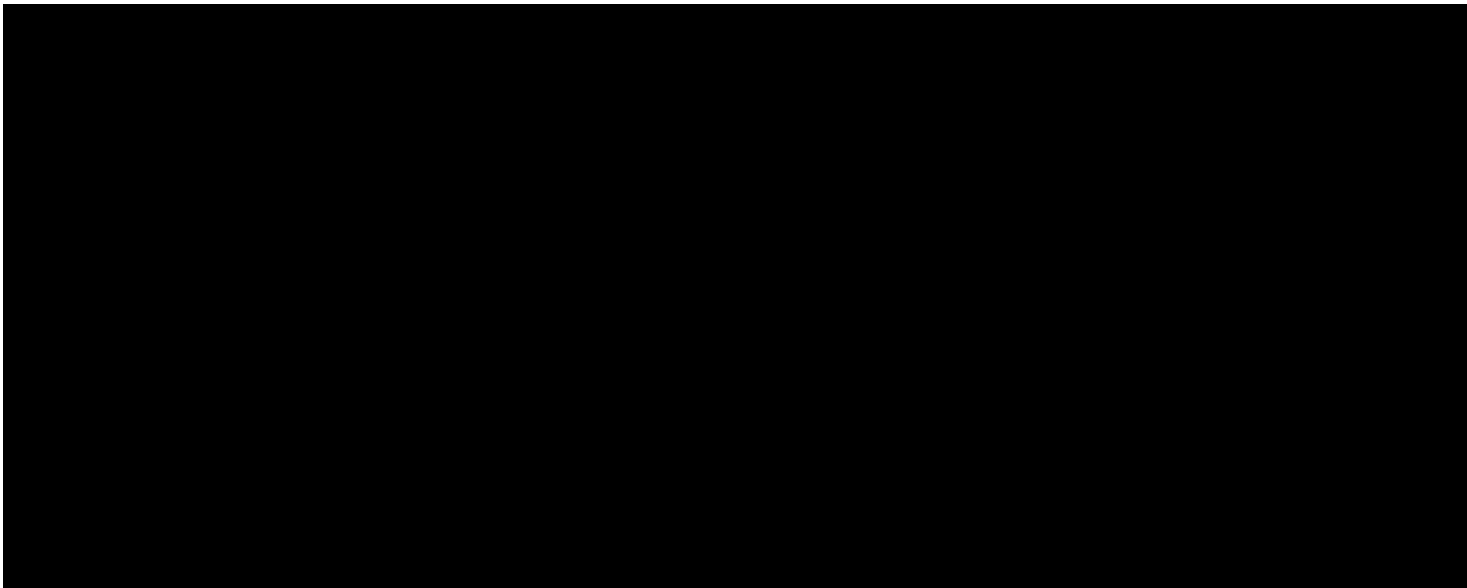
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Yours sincerely,

Joasia Gjda

Sydney NSW 2015, Australia



From: Ivana Garner [REDACTED]
Sent: Wednesday, 20 January 2016 7:13 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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

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

1. I strongly object to the monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
2. I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.
3. I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.
4. I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
5. I strongly object to the manner in which this project deliberately expose communities from areas such as St Peters to increased pollution from WestConnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.

6. I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

9. I strongly object to the destruction of parklands for this project, including parts of Sydney Park, Camdenville Park, and the M5 Linear Park, and thousands of trees and green spaces along the route.

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

11. I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

12. I strongly object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern

extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

13. I strongly object to billion-dollar construction contracts being locked in before this EIS was even lodged, and the pressure this places on public servants within the Dept of Planning & the Environment to ignore their duty to the public and approve this project no matter what.

14. I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

15. I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

16. I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.

17. I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

Ivana Garner

Sydney NSW 2217, Australia

From: Warren O'Brien [REDACTED]
Sent: Wednesday, 20 January 2016 7:12 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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I expect to receive a response to all of my concerns.

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- I particularly object to the transparent noise walls, as an "opportunity to enhance the driver experience with views across Canterbury Golf Course, Beverly Grove Park and Tallawalla St park". This demonstrates that urban repair for the people who actually live in these areas, as opposed to motorists passing through, is not a priority.
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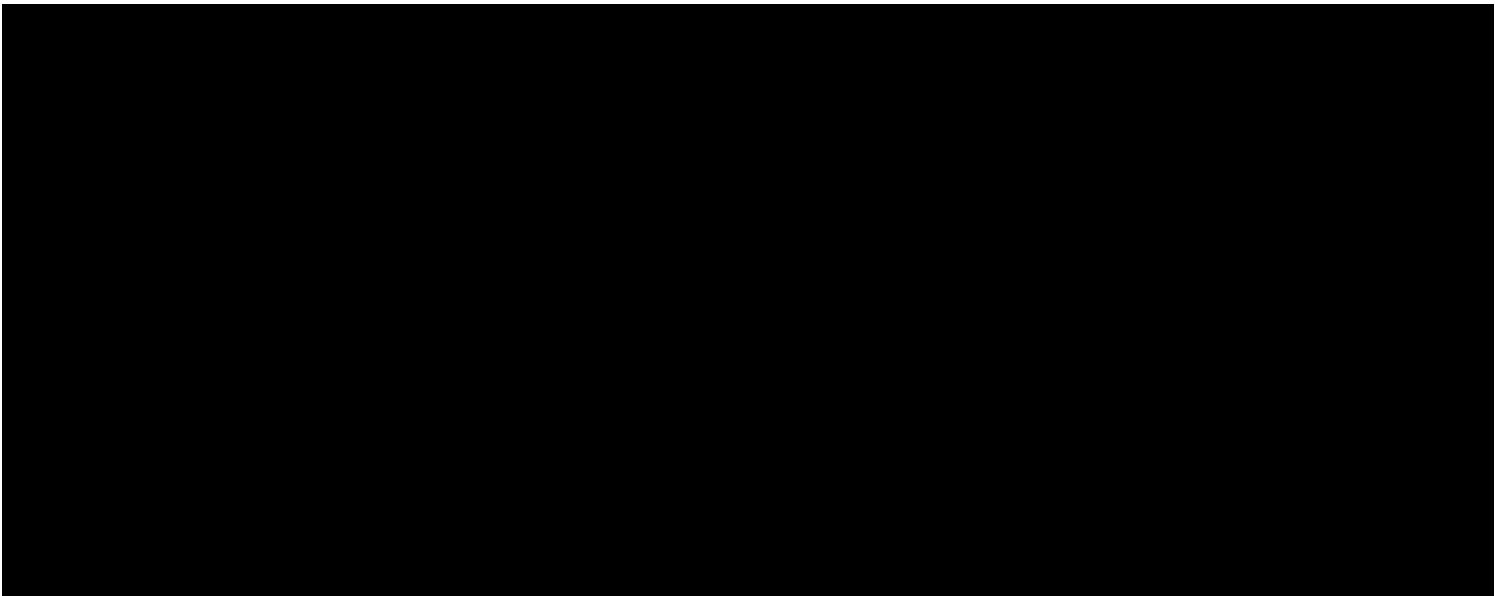
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Yours sincerely,

Warren O'Brien

St Peters NSW 2044, Australia



From: Manoa Thompson [REDACTED]
Sent: Wednesday, 20 January 2016 7:11 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

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

Yours sincerely,

Manoa Thompson

Sydney NSW 2044, Australia

From: [REDACTED]
Sent: Wednesday, 20 January 2016 7:08 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

I make this submission in response to the WestConnex New M5 Environmental Impact Statement (EIS), project number SSI 14_6788. I strongly object to this project and the whole WestConnex for a range of reasons, which I have listed below.

I expect to receive a response to all of my concerns.

- I strongly object to the huge increases in traffic across the New M5 route that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.
- The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the WestConnex will not meet its goals. It should be rejected on that basis alone.
- I strongly object to further deterioration to our amenity that this project will cause. Statements such as "the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character" completely dismisses the significant change to our urban environment with the legacy M5.
- I particularly object to the transparent noise walls, as an "opportunity to enhance the driver experience with views across Canterbury Golf Course, Beverly Grove Park and Tallawalla St park". This demonstrates that urban repair for the people who actually live in these areas, as opposed to motorists passing through, is not a priority.
- I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

- No credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.
- I strongly object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from WestConnex.
- I strongly object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so independent traffic planners can test its results.
- I strongly object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use.
- I strongly object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste (asbestos) through heavily populated residential suburbs in inner and south-west Sydney to the western suburbs, where it will be dumped without any clear plans or information for communities affected.
- The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.
- I strongly object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.
- I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.
- I strongly object to the selection of tunnelling methods that may damage houses at the surface.
- I strongly object to a transport 'solution' that results in a further nine unfiltered exhaust stacks throughout highly populated suburbs.

- It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.
- I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.
- I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.
- I strongly object to a planning system that awards billion-dollar contracts to tollway construction company when local government staff and many experts are convinced the WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.
- I strongly object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million of taxpayer money to complete this EIS, despite the fact that it has been awarded other WestConnex contracts that depend on the project going ahead. This is an unacceptable conflict of interest given that these documents are supposed to be independent assessments. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modelling, and should be rejected on this basis alone.
- There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box, but it does not amount to community consultation. The Community Feedback report is misleading.
- I strongly object to the submissions period for this EIS being held during January when many of the people and institutions that will be most deeply affected by this project are on holidays or unavailable. For example, schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.
- Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social

connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

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

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

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 20 January 2016 7:05 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

From: Warren O'Brien [REDACTED]
Sent: Wednesday, 20 January 2016 6:55 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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

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

1. I strongly object to the monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
2. I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.
3. I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.
4. I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
5. I strongly object to the manner in which this project deliberately expose communities from areas such as St Peters to increased pollution from WestConnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.

6. I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

9. I strongly object to the destruction of parklands for this project, including parts of Sydney Park, Camdenville Park, and the M5 Linear Park, and thousands of trees and green spaces along the route.

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

11. I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

12. I strongly object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern

extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

13. I strongly object to billion-dollar construction contracts being locked in before this EIS was even lodged, and the pressure this places on public servants within the Dept of Planning & the Environment to ignore their duty to the public and approve this project no matter what.

14. I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

15. I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

16. I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.

17. I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

Warren O'Brien

St Peters NSW 2044, Australia

From: [REDACTED]
Sent: Wednesday, 20 January 2016 6:54 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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

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

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4. I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
5. I strongly object to the manner in which this project deliberately expose communities from areas such as St Peters to increased pollution from WestConnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.

6. I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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9. I strongly object to the destruction of parklands for this project, including parts of Sydney Park, Camdenville Park, and the M5 Linear Park, and thousands of trees and green spaces along the route.

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

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I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

[REDACTED]

[REDACTED]

From: Norbert Lambert [REDACTED]
Sent: Wednesday, 20 January 2016 6:49 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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

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12. I strongly object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern

extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

13. I strongly object to billion-dollar construction contracts being locked in before this EIS was even lodged, and the pressure this places on public servants within the Dept of Planning & the Environment to ignore their duty to the public and approve this project no matter what.

14. I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

15. I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

16. I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.

17. I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

Norbert Lambert

Sydney NSW 2038, Australia

From: Jason Packenham [REDACTED]
Sent: Wednesday, 20 January 2016 6:47 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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

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

1. I strongly object to the monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
2. I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.
3. I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.
4. I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
5. I strongly object to the manner in which this project deliberately expose communities from areas such as St Peters to increased pollution from WestConnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.

6. I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.
7. I strongly object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million of taxpayer money to complete this EIS, despite the fact that it has been awarded other WestConnex contracts that depend on the project going ahead. This is an unacceptable conflict of interest given that these documents are supposed to be independent assessments. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modelling, and should be rejected on this basis alone.
8. I strongly object to compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government was told three years ago was deeply unfair to people whose properties were being forcibly acquired. It is clear from the number of home and business owners who have had their properties seriously undervalued by the RMS that such changes were not implemented, and in fact the government appears to have become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex.
9. I strongly object to the destruction of parklands for this project, including parts of Sydney Park, Camdenville Park, and the M5 Linear Park, and thousands of trees and green spaces along the route.
10. The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis that does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in greenhouse gas emissions.
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I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

Jason Pakenham

Sydney NSW 2131, Australia

From: [REDACTED]
Sent: Wednesday, 20 January 2016 6:39 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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

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

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2. I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.
3. I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.
4. I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
5. I strongly object to the manner in which this project deliberately expose communities from areas such as St Peters to increased pollution from WestConnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.

6. I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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9. I strongly object to the destruction of parklands for this project, including parts of Sydney Park, Camdenville Park, and the M5 Linear Park, and thousands of trees and green spaces along the route.

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

11. I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

12. I strongly object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern

extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

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14. I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

15. I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

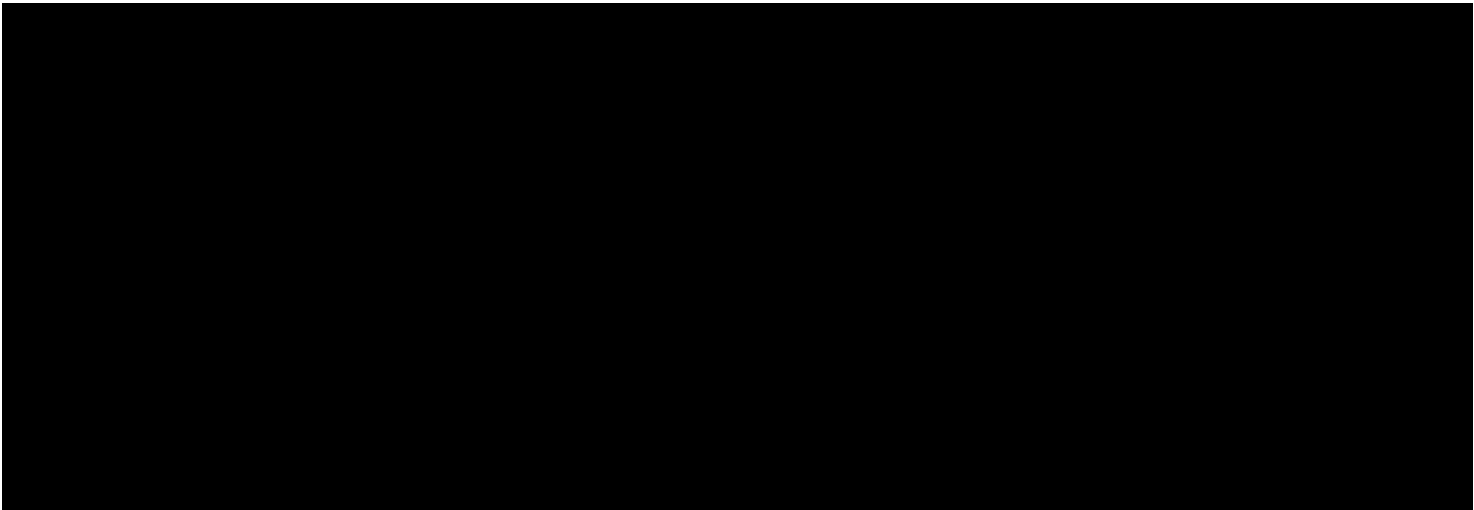
16. I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.

17. I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

Lastly, I would like to add that I think the governments decision to go ahead with this motorway shows how backward they are in regard to environmentally sustainable solutions to transport problems in Sydney. More cars is not the answer. This project will reduce the livability of our city and does not provide a long term, sustainable solution. It is a Tony Abbott type decision: symptomatic of backward thinking individuals with vested interests. I expected better from a Baird government.

I ask you to reject this proposal, publish my submission, and provide a written response to my objections.



From: daniel carroll [REDACTED]
Sent: Wednesday, 20 January 2016 6:32 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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

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

1. I strongly object to the monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
2. I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.
3. I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 60,000 cars per day into Euston road, Alexandria.
4. I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
5. I strongly object to the manner in which this project deliberately expose communities from areas such as Alexandria, St Peters and Haberfield to increased pollution from WestConnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.

6. I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.
7. I strongly object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million of taxpayer money to complete this EIS, despite the fact that it has been awarded other WestConnex contracts that depend on the project going ahead. This is an unacceptable conflict of interest given that these documents are supposed to be independent assessments. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modelling, and should be rejected on this basis alone.
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9. I strongly object to the destruction of parklands for this project, including parts of Sydney Park, Camdenville Park, and the M5 Linear Park, and thousands of trees and green spaces along the route.
10. The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis that does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in greenhouse gas emissions.
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12. I strongly object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

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15. I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

daniel carroll

Sydney NSW 2015, Australia

From: Ella Karsai [REDACTED]
Sent: Wednesday, 20 January 2016 6:07 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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

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

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3. I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.
4. I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
5. I strongly object to the manner in which this project deliberately expose communities from areas such as St Peters to increased pollution from WestConnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.

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I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

Ella Karsai

Sydney NSW 2044, Australia

From: gareth davies [REDACTED]
Sent: Wednesday, 20 January 2016 5:55 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

I am writing this e-mail on behalf of my children who are living in the area under existential attack from this discredited project of obsolete intent and technology.

The Secretary, NSW Department of Planning and Environment

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

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

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3. I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.
4. I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.

5. I strongly object to the manner in which this project deliberately expose communities from areas such as St Peters to increased pollution from WestConnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.

6. I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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9. I strongly object to the destruction of parklands for this project, including parts of Sydney Park, Camdenville Park, and the M5 Linear Park, and thousands of trees and green spaces along the route.

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

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14. I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

15. I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

16. I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.

17. I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

gareth davies

Sydney NSW 2093, Australia

From: prue kohlrusch [REDACTED]
Sent: Wednesday, 20 January 2016 5:46 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

prue kohlrusch

Sydney NSW 2040, Australia

From: [REDACTED]
Sent: Wednesday, 20 January 2016 5:40 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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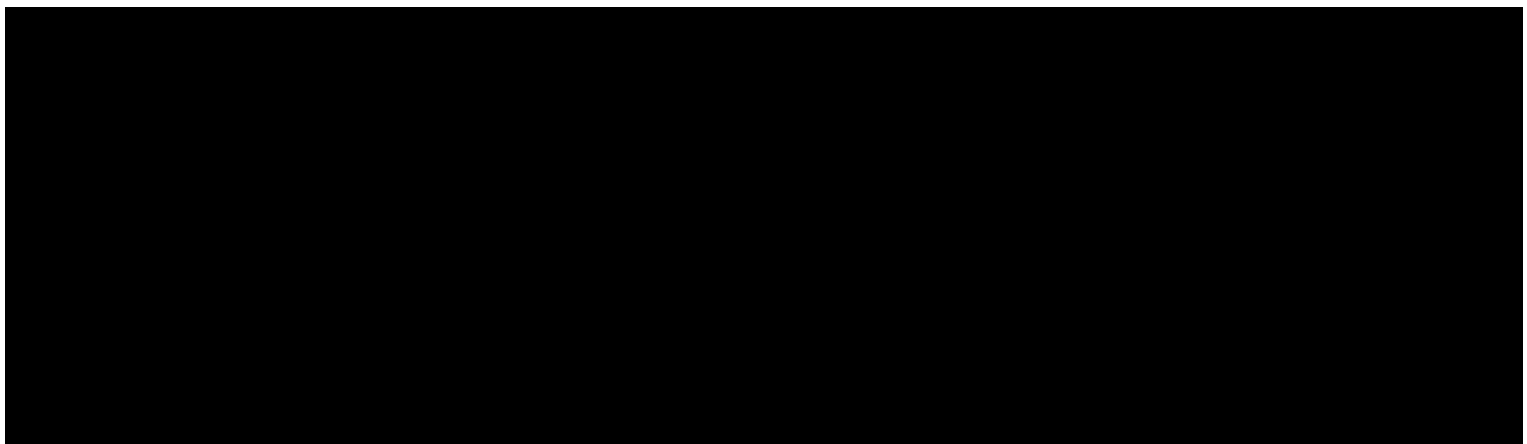
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I ask you to reject this proposal, publish my submission, and provide a written response to my objections.



From: Adrian Gray [REDACTED]
Sent: Wednesday, 20 January 2016 5:39 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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Adrian Gray

Sydney NSW 2042, Australia

From: David Sams [REDACTED]
Sent: Wednesday, 20 January 2016 5:28 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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Yours sincerely,

David Sams

Dulwich Hill NSW 2203, Australia

From: [REDACTED]
Sent: Wednesday, 20 January 2016 5:24 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

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

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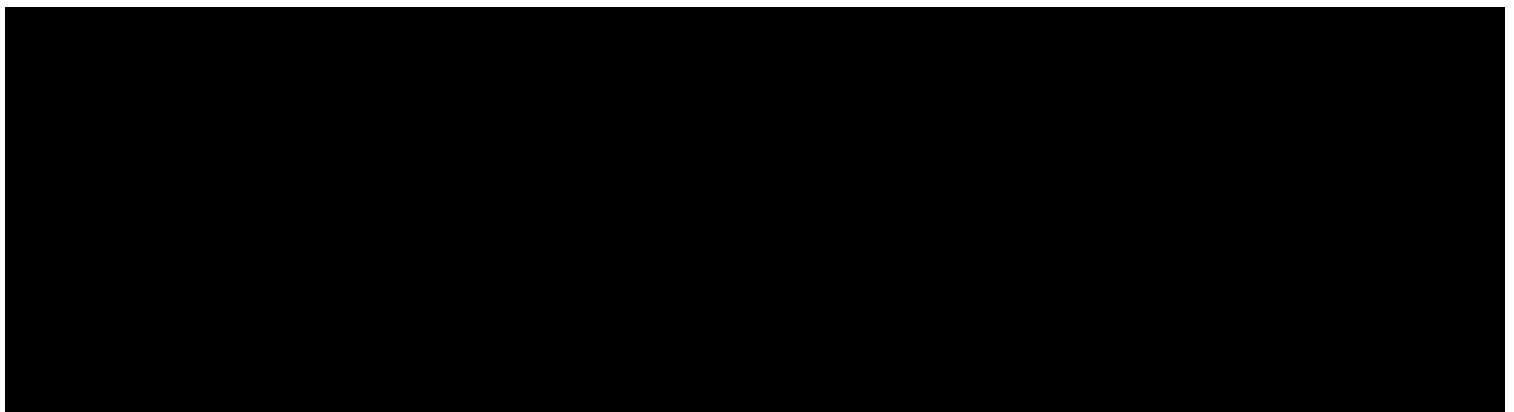
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18. I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending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

I ask you to reject this proposal, publish my submission, and provide a written response to my objections.



From: Nicole Glavan [REDACTED]
Sent: Wednesday, 20 January 2016 5:16 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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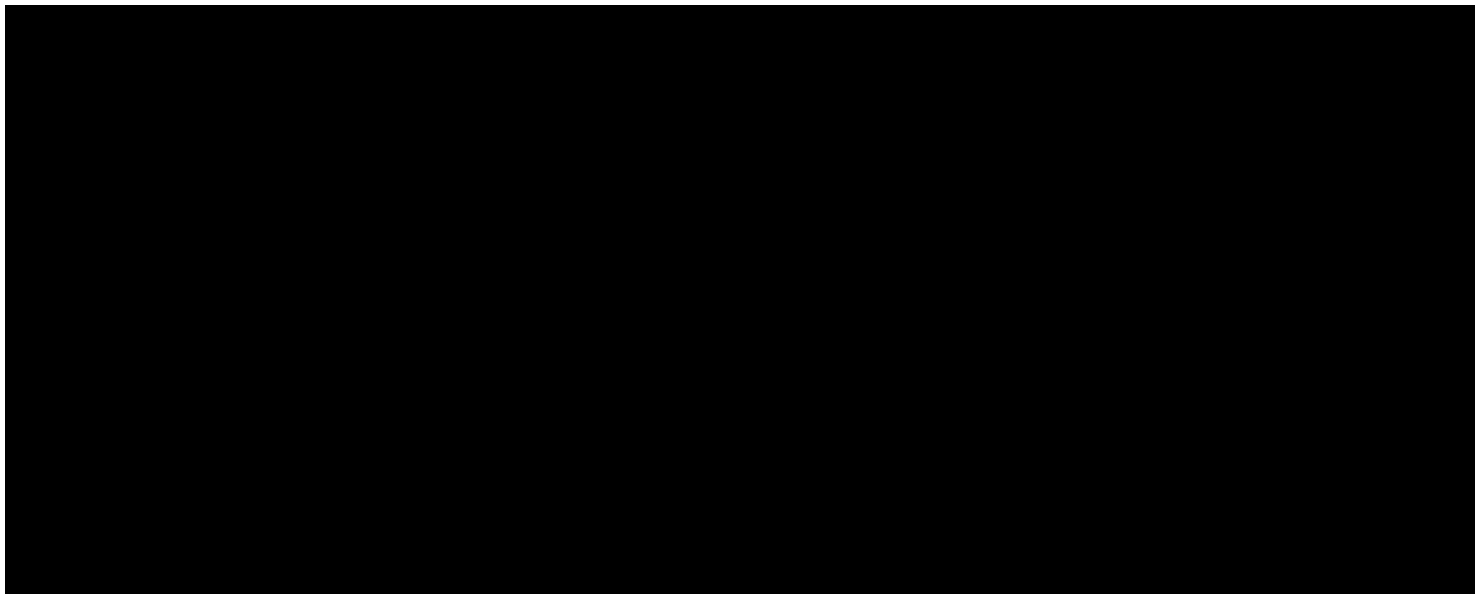
ANYONE who lives in this area will tell you that Euston Road, McEvoy streets and surrounding are already CHOKED with traffic for most of the day. Westconnex will only worsen this congestion. The pollution in this area is already a huge problem due to this traffic burden alone - the windows and outside areas are constantly covered in a layer of black filth from the traffic already passing by. PLEASE do not ruin this lovely area.

I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

Nicole Glacan

Sydney NSW 2015, Australia



From: Dave Urquhart [REDACTED]
Sent: Wednesday, 20 January 2016 5:08 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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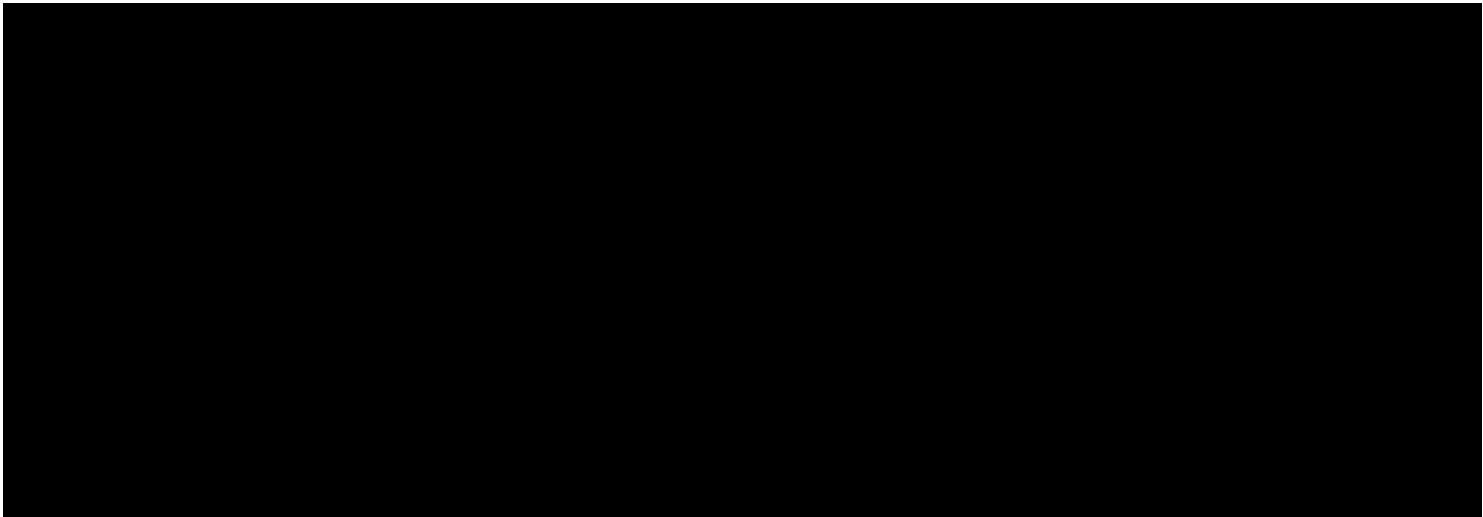
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Sydney NSW 2050, Australia



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Sent: Wednesday, 20 January 2016 5:05 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

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Sydney NSW 2145, Australia

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12. I strongly object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern

extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

13. I strongly object to billion-dollar construction contracts being locked in before this EIS was even lodged, and the pressure this places on public servants within the Dept of Planning & the Environment to ignore their duty to the public and approve this project no matter what.

14. I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

15. I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

16. I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.

17. I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

Sally Fitzpatrick

Sydney NSW 2206, Australia

From: Ryan Huxtable [REDACTED]
Sent: Wednesday, 20 January 2016 4:48 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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

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

1. I strongly object to the monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
2. I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.
3. I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.
4. I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
5. I strongly object to the manner in which this project deliberately expose communities from areas such as St Peters to increased pollution from WestConnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.

6. I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

9. I strongly object to the destruction of parklands for this project, including parts of Sydney Park, Camdenville Park, and the M5 Linear Park, and thousands of trees and green spaces along the route.

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

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Yours sincerely,

Ryan Huxtable

Sydney NSW 2045, Australia

From: Meghan Hermann [REDACTED]
Sent: Wednesday, 20 January 2016 4:48 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

Meghan Hermann

Sydney NSW 2204, Australia

From: Mike Harris [REDACTED]
Sent: Wednesday, 20 January 2016 4:38 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

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

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

- I strongly object to the submissions period for this EIS being held during January when many of the people and institutions that will be most deeply affected by this project are on holidays or unavailable. For example, schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.
- Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.
- Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.
- I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.
- I strongly object to further deterioration to our amenity that this project will cause. Statements such as "the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character" completely dismisses the significant change to our urban environment with the legacy M5.

- I particularly object to the transparent noise walls, as an “opportunity to enhance the driver experience with views across Canterbury Golf Course, Beverly Grove Park and Tallawalla St park”. This demonstrates that urban repair for the people who actually live in these areas, as opposed to motorists passing through, is not a priority.
- The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis that does not look at alternatives but instead compares the New M5 project against a ‘do nothing’ scenario to claim a reduction in greenhouse gas emissions.
- No credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.
- I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.
- The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the WestConnex will not meet its goals. It should be rejected on that basis alone.
- I strongly object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from WestConnex.
- I strongly object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so independent traffic planners can test its results.
- I strongly object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use.
- I strongly object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste (asbestos) through heavily populated residential suburbs in inner and south-west Sydney to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

- The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.
- I strongly object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.
- I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.
- I strongly object to the selection of tunnelling methods that may damage houses at the surface.
- I strongly object to a transport 'solution' that results in a further nine unfiltered exhaust stacks throughout highly populated suburbs.
- It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.
- I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.
- I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.
- I strongly object to a planning system that awards billion-dollar contracts to tollway construction company when local government staff and many experts are convinced the WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.
- I strongly object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million of taxpayer money to complete this EIS, despite the fact that it has been awarded other WestConnex contracts that depend on the project going ahead. This is an unacceptable conflict of interest given that these documents are supposed to be independent assessments. The public cannot trust that this EIS properly and fully

investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modelling, and should be rejected on this basis alone.

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

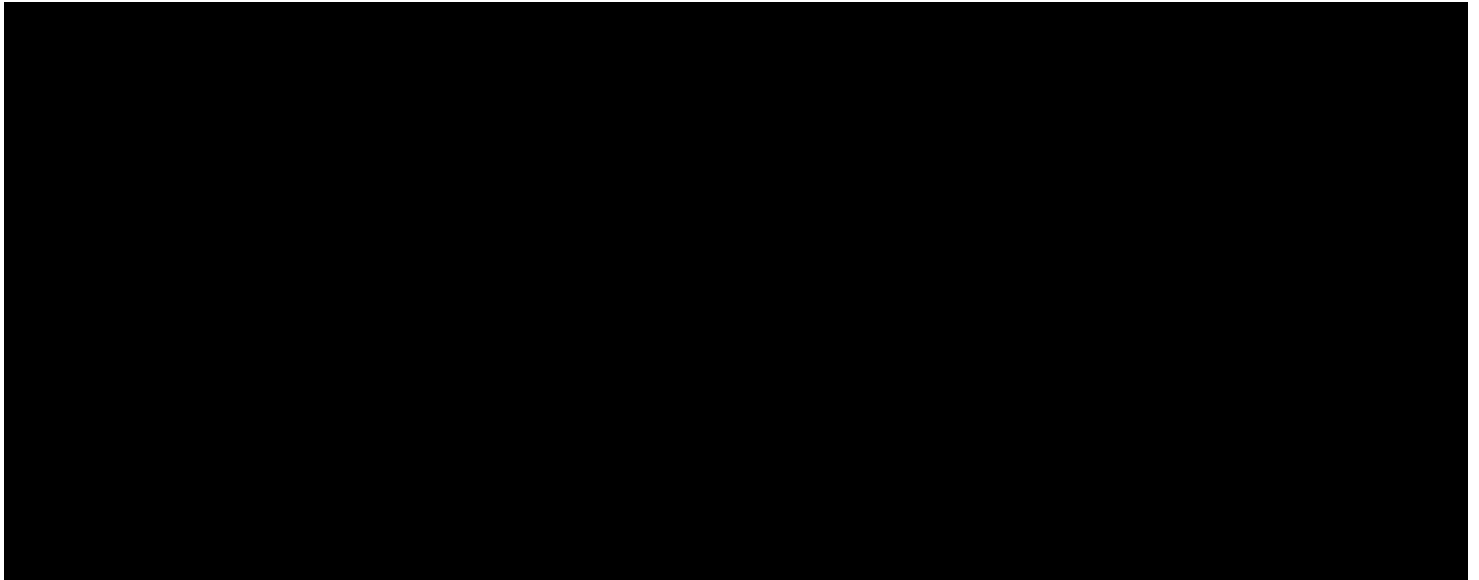
I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution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

I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

Mike Harris

Sydney NSW 2016, Australia



From: Emma Ryan-Jones [REDACTED]
Sent: Wednesday, 20 January 2016 4:21 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

I object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

The WestConnex will not solve Sydney's traffic issues; the Environmental Impact Statement itself demonstrates, that even with construction of the full project, travel times in our community will only improve by as little as 30 seconds whilst, in other areas, traffic on suburban streets will increase by almost as much as 50%.

Spending \$17bn of taxpayer money on an infrastructure project that is not part of an integrated transit policy is just plain irresponsible.

The EIS demonstrates that the number of vehicles that will access the WestConnex road network is significantly lower than expected due to excessive tolling. This will mean more cars on suburban streets trying to find short cuts. Streets in our community are already in effect standing carparks; they just can't take additional traffic.

The impact of the WestConnex is such that it isn't just cars and private traffic which will experience ongoing gridlock, the EIS also shows that this project will severely hamper bus services, increasing travel time by over 20% in some instances. For those people who lessen the overall traffic burden by utilising public transport, this project is a punishing concern.

The WestConnex will result in the clearing of countless homes, and will severely affect parts of the community, destroying the amenity of residents in places like Euston Road.

The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from the St Peters interchange into the suburbs of Mascot, Eastlakes, Kensington, Kingsford, Erskineville and Alexandria, not to mention other areas, such as to the inner city or to the east.

I would like the following issues in the EIS addressed:

- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Emma Ryan-Jones

Sydney NSW 2044, Australia

From: Steve Maidens [REDACTED]
Sent: Wednesday, 20 January 2016 4:17 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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17. I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

Steve Maidens

Sydney NSW 2217, Australia

From: Pauline Lockie [REDACTED]
Sent: Wednesday, 20 January 2016 4:10 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

The Secretary, NSW Department of Planning and Environment

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

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

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

1. I strongly object to the monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
2. I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.
3. I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.
4. I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
5. I strongly object to the manner in which this project deliberately expose communities from areas such as St Peters to increased pollution from WestConnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.

6. I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

9. I strongly object to the destruction of parklands for this project, including parts of Sydney Park, Camdenville Park, and the M5 Linear Park, and thousands of trees and green spaces along the route.

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

11. I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

12. I strongly object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern

extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

13. I strongly object to billion-dollar construction contracts being locked in before this EIS was even lodged, and the pressure this places on public servants within the Dept of Planning & the Environment to ignore their duty to the public and approve this project no matter what.

14. I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

15. I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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I ask you to reject this proposal, publish my submission, and provide a written response to my objections.

Yours sincerely,

Pauline Lockie

St Peters NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

21.1.2016

[REDACTED]

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

Already we have seen an increase in the road usage along McEvoy Street, drivers frustrated with traffic delays are using local roads to take short cuts to looking for a way through. Speed and safety for pedestrians has now become a problem around Alexandria Park. This will be amplified if the M5 EIS is built.

If clearways are imposed on McEvoy Street or Kings Street Newtown to address the Euston street lane expansion, local small businesses will greatly suffer and may be forced to close with job losses. If cars are expected to park off the main roads to access businesses, parking in Alexandria/Newtown is already stretched now without adding to the stress.

All because outer Sydney have to drive through the area to get to the other side of Sydney. Tax payer money from this project would be better spent on addressing the short fall in Public transport - increase trains/ commuter parking. In regards to Port Botany rail usage should be encouraged instead of large truck to move cargo.

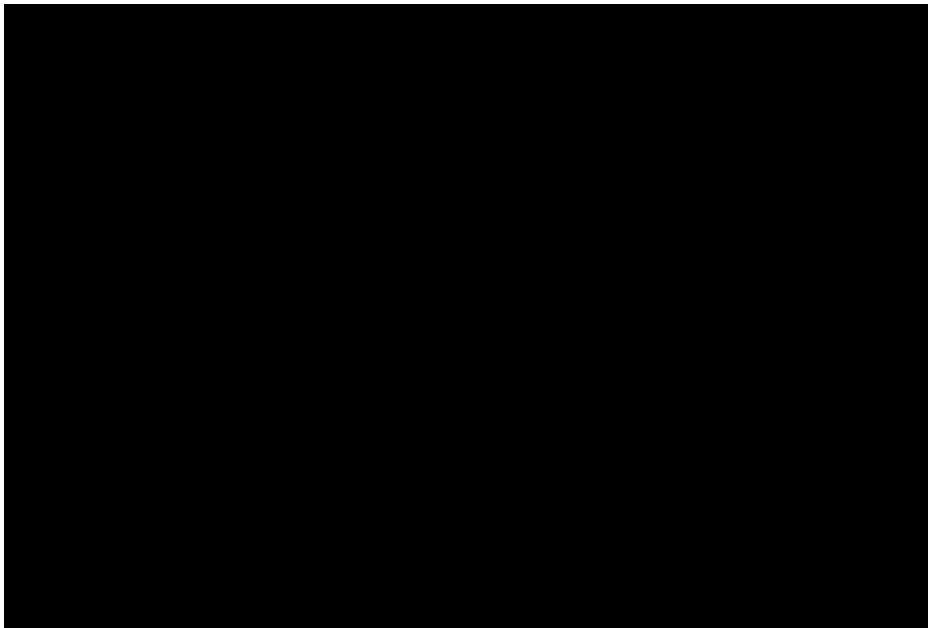
Building more roads is a short sighted option to benefit a few at the expense of local communities. Alexandria and Newtown are vibrant communities, driving major roadways through us is a way to destroy any sense of community we have left. Is this government happy to sacrifice thriving communities to increase profits for developers, and create new bottle necks of traffic in small local areas?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

NSW government should be more forward thinking, public transport should be the investment not road building

Yours sincerely

[REDACTED]



SUBMISSION TO M5 EIS

21.1.2016

[REDACTED]
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With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

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Building more roads is a short sighted option to benefit a few at the expense of local communities. Alexandria and Newtown are vibrant communities, driving major roadways through us is a way to destroy any sense of community we have left. Is this government happy to sacrifice thriving communities to increase profits for developers, and create new bottle necks of traffic in small local areas?

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Yours sincerely



Taxpayer and Voter

SUBMISSION TO M5 EIS

21.1.2016

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Yours sincerely



Taxpayer and Voter

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Larissa Ivacheff

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:

I absolutely oppose the proposed new M5, ie having West Connex. Key reasons include: traffic is already an absolute nightmare and reducing the size Sydney park. I have already noticed in the last 5 years traffic increase on our street - which is now being used as a shortcut. This will exacerbate it. Might be more beneficial to explore how to improve Public Transport than trying to squeeze more cars onto the roads.

More details to the objection in the attached pdf.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

SUBMISSION TO M5 EIS

Name LARISSA IVACHEFF

Full address 103 BUCKLAND ST, ALEXANDRIA NSW 2015

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

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Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

I have ☒ have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

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

Dear Sir/Madam,

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

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

DESTRUCTION OF BIODIVERSITY

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

DEGRADATION OF RECREATIONAL GREEN SPACES

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

TRAFFIC IMPACTS ON LOCAL ROADS

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

TRAFFIC MODELLING

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

URBAN DESIGN

I object to the building of new roads without considering the effects these roads will have on our urban environment. Where will all

the new vehicles be parked when they get from the suburbs to the centres? By 2031, the New M5 is predicted to accommodate 81,500 vehicles per day, which will require lots of new carparks to be built on land in our city centres.

AIR QUALITY

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

POOR ANALYSIS OF ALTERNATIVES

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

Yours sincerely,

[REDACTED]

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

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[REDACTED]
[REDACTED]
[REDACTED]
21/01/16

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

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

URBAN DESIGN

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

AIR QUALITY

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

POOR ANALYSIS OF ALTERNATIVES

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

Yours sincerely,
[REDACTED]

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

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: su kennedy

[REDACTED]

[REDACTED]

marrickville, NSW
2204

Content:

The WestConnex New M5 road expansion project is wrong and should not proceed for some fundamental reasons.

No more facilities for motorised road vehicles should be resourced until all of Sydney is comprehensively serviced by public transport and cycleways. For the human and environmental health of any city, a citywide public transport network should be considered imperative and basic right rather than privilege. Encouraging car use increases congestion, creates more parking pressures, reduces air quality, increases social alienation, erodes recreational opportunity. Incentives to reduce dependence on cars by the availability of efficient and economically competitive alternative services and facilities should be a priority of decision makers.

No development project should destroy existing natural bushland environments or stands of mature trees. WestConnex New M5 threatens this. Decision makers should not have to be told that ecosystem and biodiversity destruction has gone too far already for the adequate health of this planet and every vestige left should be revered and protected for its function in slowing further degradations. The further that environmental destruction advances, the more impact each next destructive act has on the overall health status. Environmental degradation is not a linear process, it is more akin to exponential in effect. Token constructed parks and playgrounds do little to offset destruction of original natural environment.

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Content:
I object to this proposal. Please see my attached file for the reasons.

[REDACTED]

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SUBMISSION TO M5 EIS

Name [REDACTED]

Full address [REDACTED]

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

I have / **have not** made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

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[REDACTED]

[REDACTED]

[REDACTED]

Name: Philip Laird

[REDACTED]

[REDACTED]

Wollongong, NSW
2500

Content:
Please see attached 13 page submission, by way of objection.

[REDACTED]

[REDACTED]

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Submission re WestConnex New M5

from Philip Laird, University of Wollongong, January 2016

The New M5 motorway upgrade and extension forms part of the 33 km WestConnex scheme. The New M5 is to include a new, tolled multi-lane road link between the existing M5 East Motorway east of King Georges to an interchange at St Peters and connections to the existing road network.

The submission shall offer comments similar to those made in October 2015 re the M4 East and shall draw on research conducted at the University of Wollongong. The submission includes some comment of the Australian National Audit Office and the Auditor General of Victoria on the former East West proposal. However, the submission does not necessarily reflect the views the University.

1. General Comment

New South Wales has a large infrastructure deficit and this will require significant funding to remedy. In particular, NSW has a current overall shortage of 'fit for purpose' rail infrastructure to serve a growing population. Whilst this in part is being addressed by construction of the North West Metro by 2019 to be followed by a Sydney Metro-City (with a harbour crossing) and Metro-South West to be operational by 2024, and a new light rail down George St and out to UNSW, many rail deficiencies remain.

The question of whether Sydney's car dependence should be further encouraged by construction of WestConnex (on top of the construction of North Connex) is considered as one that should be addressed before WestConnex in its various stages is built. So also should the various impacts of WestConnex on the neighbourhoods where road tunnels start and end.

The question of whether more appropriate road pricing and better public transport is a better option than more tollways and freeways for Sydney should also be addressed.

It is respectfully suggested that more attention is needed to true 'user pays' and 'polluter pays' pricing of roads. The issues re transport pricing were addressed in 2003 in an official report on Sustainable Transport. However, the recommendations on fares and road pricing in this report by Mr Tom Parry were rejected by the government of the day. The present government would do well to revisit the 2003 Parry report.

Instead, road transport pricing is not being addressed, and the apparently easier option of selling or leasing of more public assets is being pursued and, building more roads.

Melbourne's proposed East West tollway was made an upfront issue in the November

2014 Victorian state election, and effectively rejected by the voters. An informed public debate could well lead to a modification of the current WestConnex proposals.

In this regard, attention is drawn to the December 2015 report of the Australian National Audit Office called "Approval and Administration of Commonwealth Funding for the East West Link Project". The report notes, inter alia, that two \$1.5 billion commitments were made to this project, but (page 7) "Neither stage of the East West Link project had proceeded fully through the processes that have been established to assess the merits of nationally significant infrastructure investments prior to the decisions by Government to approve \$3 billion in Commonwealth funding and to pay \$1.5 billion of that funding in 2013–14."

Moreover (page 22) Earlier business cases, including one dated 22 March 2013 in which the stated benefit cost ratio was 0.45, were not provided to either DIRD or Infrastructure Australia. This first came to the department's attention when, on 15 December 2014, the current Victoria Government published a number of documents relating to the project.

The report recommended that "...as a matter of priority given the significant amount of Commonwealth funding that is involved, the Department of the Treasury recommend to the Treasurer that he make a determination requiring the return of the \$1.5 billion paid to Victoria in relation to the East West Link project."

If the benefit cost ratio was actually 0.45, then the incoming Victorian Government did well to stop the project. The question now arises is should the WestConnex proposals be reviewed by each of the Australian and NSW Governments.

Also released in December 2015 was the report of the Auditor General of Victoria on the proposed East West Link (EWL) tollway. The report also noted benefit cost ratio of 0.45 and was critical of both the decision to commence work in 2014 by the former Government of Victoria (and at a time there were legal challenges to the project) and also terminating the project by the new government "without full consideration of the merits of continuing with the project." However, as per the conclusions (page x):

If it had proceeded to completion, the entire EWL project would have cost in excess of \$22.8 billion in nominal terms. Limitations in the business case meant there was little assurance that the prioritisation of significant state resources to this project was soundly based.

This raises the question, what will be the total cost of WestConnex and how much government funding will be needed to complete it ?

Also are the prioritisation of significant state resources to Westconnex soundly based? As argued below, there are many projects in regional NSW requiring funding.

This particular proposal will have adverse impacts on many people living in inner west suburbs such as Newtown, Marrickville and St Peters.

It is submitted that inadequate consideration has been given to alternatives including a combination of improved road pricing, including time of day congestion pricing, and

improved public transport.

For example, the rail serving the domestic and international terminals at Sydney Airport is under-utilised. This was outlined in a 2014 report "Removing or reducing station Access fees at Sydney airport" by General Purpose Standing Committee No 3 of the NSW Legislative Council.

Reducing these station Access fees would likely see more use of rail to access Sydney's main airport, with less need for the new M5 East.

The 2013 National Infrastructure Plan of Infrastructure Australia, within priorities under the transforming our cities theme, gave "ready to proceed" to the Brisbane Cross River Rail project, and "Threshold" to Melbourne's Metro. As well, within priorities under the international gateways theme, the East West Link in Melbourne (18 km of roads with some tunnels) rates "real potential" (third level) whilst West Connex favoured by the NSW Government and costing \$10-13 bn rates just "Early stage" (fourth and lowest level).

It is wishful thinking that road congestion in Sydney can be reduced by building more roads. The overseas experience is that a more balanced strategy, including rail, is needed to reduce road congestion. Here, as noted by Ross Gittins in the Sydney Morning Herald (SMH) for 14 August 2013: "The Coalition doesn't seem to have learnt what I thought everyone realised by now: building more expressways solves congestion only for long as it takes more people to switch to driving their cars."

5. A 2014 Australian report on roads

Informed comment on land transport policy was provided in a report ***Spend more, waste more** Australia's roads in 2014: moving beyond gambling*. The report, prepared for Infrastructure Australia was briefly placed on their website, and then withdrawn. It now may be found at the website (<http://www.ycat.org.au>) of the Yarra Campaign for Action on Transport.

The 2014 report notes Australia's three levels of government and the private sector are now spending over \$20 billion a year on road construction and maintenance; and, *"between 2008-09 and 2011-12, over \$4.5 billion more was spent on roads than was raised in almost all road taxes and charges"* (from Bureau of Infrastructure Transport and Regional Economics Infrastructure Statistics Yearbook (2013) p.41).

After noting the need for reform in road pricing, including mass distance location for the heavier trucks, the report considers that the big annual outlay of roads, which is set to grow even larger at the expense of federal funding of urban rail, is a ***"road spend [that] can only be described as hideously inefficient."***

6. 2015 draft Infrastructure Audit

In May 2015, a draft Infrastructure Audit was released by Infrastructure Australia. The 2015 draft Audit notes in part Australia's population is projected to grow from 22.3 million (m) in 2011 to 30.8m in 2031 - an increase of 36.5 per cent. (In July 2015, it was 23.8m). Most of this population growth (72.0 per cent) is projected to be in the four largest cities of Sydney, Melbourne, Brisbane and Perth - to a total of 18.6m people "This growth will impose additional demands on urban infrastructure already subject to high levels of demand."

The cost of road congestion in Australia's capital cities was estimated by BITRE to be \$9.4 billion in 2005 and to rise to \$20.4 billion by 2020. The 2015 Infrastructure Audit has estimated that the cost of delays on urban roads was \$13.7 billion in 2011 and expects "in the absence of any new transport network capacity, the cost of congestion on urban roads is projected to grow to \$53.3 billion in 2031."

By 2020, the cost of road congestion will rise to more than one per cent of GDP. As noted in the draft Audit, by 2031, Australia's population will reach nearly 31 million people. Sydney will also grow and this growth will require a new approach to land transport. This will require improved urban public transport, better transport pricing and less reliance on cars and trucks.

2. Caution using proceeds of any NSW privatisation proceeds for roads

Road proposals should be sound enough to stand on their own merits, deriving all funds from road users, whilst leaving some funds from road users to cover significant external costs and to provide some funds for transport alternatives to roads.

In addition, privately funded urban road projects have not always been the best way to allocate investment in land transport. Between 2005 to 2012, there were no fewer than four failed tollway projects (Sydney's Cross City Tunnel in 2005 and Lane Cove Tunnel in 2007, then Brisbane's Clem 7 in 2010 and Airport Link in 2012) and one (Melbourne's EastLink) requiring refinancing. Court cases were heard during 2014 and 2015 over excessively high patronage projections by consultants for the Lane Cove Tunnel and Clem 7 project, with extensive damages awarded.

It may be argued that Australia has reached the end of the modernist era of road construction based on traffic modelling predicting a continued trend in increased car use and road congestion. Indeed, Professor Peter Newman from Curtin University describes the three current-day major urban road projects in Australia as [12] "...the last gasp of the old era... the East West Link in Melbourne, the Connex West (sic) in Sydney, the Perth freight link, these are billions and billions of dollars being thrown at a problem that is disappearing".

In addition, it is desirable for any NSW privatisation proceeds to be used in a way that reduces dependency on imported oil. This will NOT be done by building more roads.

In the twelve months to 31 October 2014, cars, buses and trucks used over 32 billion litres of petrol, diesel, and LPG (Australian Bureau of Statistics, Canberra *Survey of*

Motor Vehicle Usage for 12 months ended ...Cat. No. 9208.0 at abs.gov.au).

By way of contrast, rail used 1.67 billion litres of diesel (or its equivalent in a year for a smaller passenger task but a larger freight task than road (Australasian Railway Association Australian Rail Industry Report 2013 at ara.net.au). This reflects the fact that rail is much more energy efficient than road transport to move people and freight.

3. An International View

A mid 2014 United States report has examined energy efficiency in 16 OECD countries on the four fronts of national efforts, buildings, industry and transport. The 2014 ACEEE International Energy Scorecard (via <http://www.aceee.org>) is based on points awarded for 31 key metrics using OECD, International Energy Agency and other independent data. On a combined policy and performance basis, Germany was ranked first, Australia tenth and Mexico last at 16th. Regretfully, (page 16) *"One country in which a clear backward trend exists is Australia."* The report notes that this has occurred recently.

Moreover, in the transport sector, Australia was ranked last (16th) with just 7 points out of 25. Of the 8 key metrics, Australia scored zero points for each of three metrics: Fuel economy of passenger vehicles on both performance and the setting of future standards, and, for having no fuel efficiency standards for heavy trucks.

For each of four metrics including the use of public transit, and, investment in rail transit versus roads, Australia scored just one point each. Only in the metric "energy intensity of freight transport" did Australia get full marks. This score was assisted by the very high energy efficiency of the iron ore railways in the Pilbara region of WA. Such a low ranking for transport energy efficiency policy and performance should act as an incentive for Australia in general, and New South Wales in particular, to do better.

4. Some Australian views

In the late 1990s, both Engineers Australia and the Chartered Institute of Logistics and Transport gave considered warnings that cheap oil would not last forever, and more energy efficient transport was needed.

These warnings were followed in 2002 with one from the then Secretary of the Australian Treasury, Dr Ken Henry in a 2002 address to (http://archive.treasury.gov.au/documents/440/PDF/Transport_Speech.pdf) about the **very challenging problems posed to future generations on the projected increases in urban traffic and interstate road freight.**

In 2004, oil prices were rising, yet there were government forecasts that oil could be expected to drop back to \$US20 a barrel. However, by mid 2008, oil prices had peaked at about \$146 per barrel. Following the global recession, oil prices have since

receded and so petrol prices have been restrained and are currently about \$30 a barrel. However, they may be expected to increase over the next decade.

A further reason for reform is the sheer amount of money spent on road transport. In the early 1990s, research commissioned by the Australian Automobile Association found that the total cost of road vehicle operations, including the fuel they use, buying and maintaining the vehicles, road works, road crashes and external costs was about 11 per cent of GDP. In 2013-14 terms, this is some \$173 billion (<http://www.rba.gov.au/inflation/measurescpi.html>). Due to fuel costs and road outlays increasing faster than inflation over the past 20 years, and growing road congestion, this estimate is conservative.

There are numerous hidden costs of road vehicle use, but not including road congestion, leading to a "road deficit" of about 1 per cent of GDP. Road congestion costs add a further 1 per cent or so of GDP. These costs simply cannot be reduced by building more roads.

7. Alternative projects

It is suggested that other transport projects within New South Wales should have a higher priority than West Connex. These other projects should include completion of the Maldon Dombarton rail line, a Parramatta - Epping rail link, speeding up Sydney Newcastle, Sydney Wollongong and Sydney Canberra trains (as noted by in the 2012 State Infrastructure Strategy of NSW by Infrastructure NSW), along with the projected start on a second Sydney Harbour Rail Crossing as part of Sydney Metro-City

With regards to rail, reference is made to the 2010 Engineers Australia Infrastructure Report Card:

"Rail has been given a D+ rating. Rail infrastructure includes metropolitan passenger networks, freight and regional passenger services, grain lines, the interstate networks and private railways. The low rating has been given on the basis that urban rail networks cannot cope with demand. There is a need for a high speed rail network along the eastern coast of Australia to ease airport congestion and to reverse the trend of declining regional rail utilisation, which is resulting in more road traffic. The interstate network and Pilbara railways in particular are in a good condition.

"Improving the efficiency and productivity of existing rail networks is a challenge in many jurisdictions. For instance, increasing train length, load capacity, operating speed and turnaround time will require considerable improvements in rolling stock, below-rail infrastructure, and port-rail connections and intermodal hubs. The investment to achieve improvements will require substantial investment over at least a decade."

The result for rail was a set back from a C- in 2005 to D + in 2010. Sydney comes in for particular mention, including its population predicted to increase by 550,000

people by 2021 and that transit times need reducing to the neighbouring centres of Wollongong, the Blue Mountains and Newcastle are. In several cases, these times are slower than in the past.

Examples are cited, including from a 2009 paper *On the Right Track: Why NSW Needs Business Class Rail*, by Buckingham and Hartwich from The Centre for Independent Studies.

The 2010 EA Infrastructure Report considers that it is "essential to increase rail freight to accommodate the greater freight task..." and to this end, it is necessary to improve the interstate and regional freight lines, plus develop multi-use intermodal terminals. Improved separation of freight and passenger trains is "particularly needed in Sydney and Brisbane". The relative low pricing of road freight is noted and ensuring 'user pays' is an issue (p19) *"that will need to be addressed sooner rather than later."*

Attention is also drawn to a 2012 report *Can we afford to get our cities back on the rails?* of the Grattan Institute. The paper looks back to the 19th Century, and towards the end, after reviewing a number of potentially valuable projects, and possible measures of part funding them, concludes:

None of these measures are politically easy but there is evidence that voters have a big appetite for change in urban transport. In a 2011 survey for the National Transport Commission close to half the population agreed they would - like to be able to drive less - and more than four in five agreed that the government should develop more public transport services to give people a realistic alternative to driving. With political leadership and a clearer linking of costs and benefits, new urban rail lines might yet have a place in our future transport mix.

Perhaps the most obvious lesson of history is that urban passenger rail is a long-lived asset that can benefit a city more than a century after it is built. As J.J.C Bradfield wrote about the Sydney Harbour Bridge: —Future generations will judge our generation by our works.

8. Completion of the Maldon Dombarton rail line

During 2013, the issue of the adequacy of the existing South Coast railway came up when Boral, as operators of a quarry at Dunmore, in Shellharbour, applied to put an extra 500,000 tonnes of quarry products on main roads to Sydney. Despite current NSW Government planning statements supporting more bulk freight being moved by rail, the NSW Department of Planning in February 2014 gave approval to Boral to increase road haulage of quarry products from its Dunmore quarry. The relevant Director General's report claimed that *"Boral is unable to increase the amount of product supplied by rail to its other rail terminal at St Peters beyond that terminal's capacity to receive 1 Mtpa, as it is unable to gain access to additional rail paths or utilise longer trains;..."*

In April 2014, NSW Ports Consortium, which leased the Port Botany along with Port Kembla for 99 years from the NSW government in 2013 for \$5.1 billion, announced it

was seeking NSW Government approval to handle 16 million tonnes of bulk cargo a year through Port Kembla. This was up from a previously approved 4.25 million tonnes at its multipurpose cargo wharf. Incredibly, the claim was made that "All additional bulk cargo volumes (16 million tonnes per annum) would be transported by rail. "

The relevant Environmental Assessment (EA) sought to justify this on the basis that a revised analysis has provided sufficient confidence that adequate capacity can be provided on the regional rail network for this number of train movements through any one, or a combination, of the following:

- * progressive upgrades to the Moss Vale to Unanderra line
- * completion of the Maldon-Dombarton Rail Link, and,
- * upgrade of rolling stock to include the introduction of AC traction locos and ECP braking.

However, upgraded rolling stock will not provide more train paths and the Moss Vale Unanderra line has severe speed-weight restrictions. This includes the difficult nature of the Unanderra - Summit Tank track with its steep grades that requires a maximum speed of 40km/h. The Moss Vale Unanderra line also has short length crossing loops limiting train tonnage and size, and, for freight moving between Port Kembla and Sydney, excessive extra distance when compared with the existing line. These are factors that will invariably lead freight consignors to put more loads on roads.

The constraints on the existing roads and railways and the ongoing expansion of Port Kembla mean that the case for completing the 35 km Maldon - Dombarton link is now stronger than it was in 1988 when worked on it was suspended.

Further factors include:

- a. The ongoing demand more for electric passenger train services from Sydney to Wollongong, leaving less paths for freight trains on the Illawarra Line.
- b. Increased rail congestion in Sydney, coupled with the extra costs of railing coal via inner Sydney (with increased curfews on coal train movements each working day), and the steep Como bank needing 4 diesel electric locos for a 45 wagon train. Rail congestion is an ongoing issue in parts of Sydney.
- c. The Maldon Dombarton link for some coal traffic would get coal trains out of Sydney's Inner West and Illawarra lines.

The 2013 NSW Freight and Ports Strategy supports the separation of freight and passenger train services.

- d. Port Botany is the main container port for New South Wales and is now handling more than two million Twenty Foot Equivalent Units (TEUs) per annum. Most of these containers are moved by truck and issues of road and rail congestion remain. Accommodating the growth of containers arriving at or leaving NSW could well be better served by developing shipping port container capacity at either Newcastle or Port Kembla.

- e. The Australian government in 2010 made a commitment to develop a large

Intermodal terminal at Moorebank to handle container traffic from interstate rail freight and Port Botany. Completion of the Maldon Dombarton link would support the operations of the new terminal at Moorebank.

f. Failure to complete the Maldon Dombarton link will require over time significant additional capacity and other upgrades on the existing Sydney - Wollongong Railway.

g. A long proposed 36 km Menangle - Aylmerton rail deviation (Wentworth Route) could share a kilometre of track of Maldon Dombarton (see page 45 of the 2007 House of Representatives Standing Committee on Transport and Regional Services report *The Great Freight Task: Is Australia's transport network up to the challenge?*).

In summary, completion of Maldon Dombarton is now overdue, and is necessary to allow Port Kembla to expand. Completion of the rail link will bring benefits, not only to Wollongong but also Sydney and other parts of New South Wales.

Expressions of interest for the private sector to complete this line closed earlier in 2015, were reviewed, and then not taken up. It is likely that some government funding will be required to facilitate this rail link.

The question is that would government money be better spent on this project and other regional rail projects (outlined below) rather than going to a very expensive WestConnex.

9. Parramatta-Epping rail link

In 1998, an official NSW Government statement *Action for Transport 2010* listed a number of rail projects for completion, including the 28 km Parramatta Rail Link by 2006 at an estimated cost of \$1.4 billion. Instead, the 12.5 km Epping to Chatswood section opened on 23 February 2009, at a cost of about \$2.3 billion. A Parramatta-Epping rail link could well deliver more long term benefits than that of West Connex.

10. Regional considerations

Regional NSW deserves a much better deal than it is presently getting, and should not in any way be called on to help finance West Connex (including from the proceeds of the long term leases of Port Kembla and Newcastle).

We start with the largest regional cities of New South Wales. "As Newcastle and Wollongong grow in size and importance to the NSW economy, they need faster and more efficient links to Sydney" (Transport for NSW 2012, Draft Transport Master Plan as noted by the 2012 State Infrastructure Strategy of NSW) Infrastructure NSW.

This report "assesses how faster rail journeys from the Illawarra and Central Coast to Sydney would help enable this integration and support these regions." ... also, this 2012 report on page 107, notes "An incremental program to accelerate the intercity routes is proposed, with a target of one hour journey times to Sydney from both Gosford and Wollongong, and a two hour journey time from Newcastle. The focus of

the program will be operational improvements supported by targeted capital works to reduce journey times."

10.1 Faster trains to Newcastle

Faster trains between Sydney and Newcastle were promised in 1998 in the official NSW *Action for Transport* Statement to be delivered in two stages, the first stage by c2007.

The worst aligned sections of track linking Hornsby and Newcastle are now overdue for realignment. This section is now the most congested section of double track in Australia, albeit more from frequent passenger trains rather than from commercial freight activity.

One simple strategy would be to revert to the alignment in place in the late 19th century. As noted by Singleton (1966, *The Short North Railway: Sydney to Newcastle*. ARHS Bulletin Vol 13, p13-23) as part of a policy of a ruling grade of 1 in 75 for up trains, a number of deviations were built. They included

- * Morisset to Dora Creek easing a 1 in 50 grade, with a new 1m 50c (one mile, 50 chains) deviation replacing a 1m 30c section. *"Here, the insertion of a 20 chain and a 16 chain curve did nothing to improve the speeds of fast trains."*

- * Dora Creek to Awaba easing a 1 in 40 grade, with a 2 m 62 c deviation replacing a 2m 27c section. Where *"its series of sharp curves spoiled any chance of fast running on this section of track."*

- * Awaba to Fassifern easing a 1 in 40 grade, with a 2 m 20 c deviation replacing a 1 m 17c section placed into use 1 February 1903 ".an extra mile of permanent way.

Other ways of speeding up Newcastle Sydney trains include higher speed turnouts at various locations, easing of tight radius curves, and the use of new higher powered trains. To achieve the two hours transit time, work will be needed on several fronts.

10.2 Wollongong to Central Station in one hour by train ?

Faster trains between Sydney and Wollongong were promised in 1998 in the official NSW *Action for Transport* Statement to be delivered by 2010. This envisaged a new Waterfall-Thirroul Route to reduce train transit times by 15 minutes.

The length of the existing Wollongong - Central track is about 83km. As noted by Oakes CJ, 2003, *Sydney's forgotten Illawarra Railways*, ARHS (NSW), the present track is the result of two deviations; "Helensburgh" (in sections, completed 1915), and Stanwell Park (completed 1920).

The two deviations were built as double track at easy ruling grades to replace single track on steep 1 in 40 ruling gradients. However, the cost included an additional 5km of distance, and many tight radius curves.

Wollongong station is some 83km from Central. From Thirroul to Central, the distance

is about 70km. The fastest trains take about 10 minutes from Wollongong to Thirroul and 78 minutes from Thirroul to Central. The aim would be to reduce this transit time from Thirroul to Central to 49 minutes which is the current fastest time for 72km Perth to Mandurah train service introduced in 2007. This would require:

- a. Deviations at Stanwell Park (new viaduct) and Helensburgh to shorten the distance and reduce curvature; or, a new Waterfall-Thirroul Route as promised in the 1998 NSW Government Action for Transport Statement to reduce train transit times by 15 minutes. This was estimated in 2003 (in a consultants report to the NSW Government) to cost about \$1.4 billion \pm 30 per cent. Two partial realignments of this winding track near Helensburgh were noted at a cost of \$779 million (best travel time savings) and \$600 million (best value).
- b. Capacity augmentation between Hurstville and Mortdale (or even Sutherland) from double to triple track.
- c. New purpose built electric trains (preferably 25,000v AC) for operation at 160km/h or even 130 km/h (as per interurban trains in Qld, Vic and WA) with power to ascend steeper grades without undue loss of speed.
- d. High speed turn outs (points) at Waterfall.
- e. Fewer freight trains. This would require completion of the Maldon Dombarton rail link.

The current average speed of about 55 km per hour for the fastest Wollongong - Central trains is too slow. Perth Mandurah and Geelong Melbourne trains average 85 km per hour.

10.3 Sydney to Canberra

A Sydney Canberra Higher Speed Train could be developed on an incremental basis. Stage 1 could be for a new, improved alignment between Goulburn and Yass with a spur line from Yass to North Canberra.

Stage 2 could be for track upgrades from Mittagong to Goulburn and for a Wentworth route between Menangle and Mittagong that could tie in with the Maldon Dombarton line.

Stage 3 Could be further upgrades to Campbelltown to Sydney, which has recently been upgraded.

All stages would require planning, legislation and environmental impact assessment.

Where possible, new construction should be to Higher Speed Rail standards of 160 to 240 km/hr standards. An indicative cost is \$3.5 billion (2014 Michell M Martin S and Laird *Building a railway for the 21st century: bringing high speed rail a step closer*, Conference on Railway Excellence, Adelaide Proceedings p 612 -621).

A Sydney Canberra Higher Speed Train (a Fairly Fast Train or Medium Speed Rail) operating by 2020 at speeds up to 200 km/h on deviations and taking less than two and a half hours is quite feasible. This could be followed by more new HSR track and faster trains to get down to the former Speedrail target of 84 minutes, and later down to the 2013 Phase 2 HSR time of 64 minutes (which had an estimated cost of \$23

billion).

10.4 Maitland to Brisbane

There is considerable scope for improvement here, on top of the work done by the ARTC in recent years. A case study of a major deviation between Hexham and Stroud Road was noted in a 2007 Federal Parliamentary Committee report (The Great Freight Task: Is Australia's transport network up to the challenge? page 116). Here, the construction of 67 km of new track would replace a substandard 91 km section to halve transit times and reduce fuel use by 40 per cent. A Hexham to Fassifern link (see Infrastructure NSW 2012 report) would also give good benefits.

10.5 An inland railway

The commitment to an Inland Railway between Melbourne and Brisbane via Parkes is a positive step forward that has bipartisan support at a federal level, and in September 2015 an Implementation Group report was released by the government along with a detailed business case prepared by the ARTC. The estimated cost is about \$10 billion (without a new connection to the Port of Brisbane) "but not building it will cost us more," according to Minister Truss. However, it is now up to Government to accept the recommendations to proceed to completion by 2025, or if expedited, by 2023.

It is important however that new construction be built to Canadian and US Class I Railroad standards rather than existing Australian standards. Both the East-West and North-South rail corridors in Australia have long standing restrictions on axle weights. The current standard in Class I railways in Canada and the United States is for wagons with 286 000 lb (gross weight) which corresponds to axle loads of 31.8 tonnes. This requires track with good formation and heavy rails etc. In short, the mainline track of Canadian and US Class I Railroads allows for "FAST AND HEAVY" freight trains moving at 100 km/h with 25 tonne or more axle loads. However, the Australian standard over much of the ARTC network (excluding the Hunter Valley coal lines in NSW) is restricted to 23 tonne axle load (TAL) limit for wagons moving no faster than 80 km per hour, or a 21 TAL limit for wagons moving no faster than 115 km per hour. Some financial support from the New South Wales government would be helpful to advance an inland railway, and could well deliver more benefits than WestConnex.

10.6 Other rail in regional New South Wales

Grain line condition NSW after some deterioration is now being recently addressed. The title of an article in *The Land*, 11 August 2011 says a lot of the state of these lines in 2011: "*Call this a rail system? - 'Third world' branch lines driving freight onto roads.*"

As of 2009, more oil has been put onto road tankers, and NSW has subsequently had to deal with some road tanker safety issues. In 2009, the Cowra lines were closed, they now could usefully be reopened. In 2014 the NSW Government invited private

sector proponents to submit tenders on how they would restore, operate and maintain the Cowra Lines on a commercially sustainable basis with an expectation that "that the successful bidder will fully fund restoration and recurrent capital works

The tender process was completed in April 2015. However, no tender was selected. As noted by TfNSW and RailExpress, an estimated investment of more than \$30 million would be required to restore the infrastructure, with further ongoing maintenance costs estimated at more than \$2 million each year. Again, the question has to be asked, is money better spent on more Sydney roads such as WestConnex rather than on rehabilitating rail in regional NSW.

11. Conclusions

In the longer term, Westconnex as a combined group of projects and the new M5 East will do little to ease road congestion in Sydney. Failure to address transport pricing and to improve rail do so will leave New South Wales with increasing road congestion, and dependence on oil. Oil vulnerability needs reducing, and not increasing.

This particular proposal will have adverse impacts on many people living in inner west suburbs such as Newtown, Marrickville and St Peters.

Lessons may be learnt from the former Victorian governments proposal to construct a large and expensive East West Link motorway, and the recent reports of the Australian National Audit Office and the Victorian Auditor General. These raise the valid questions as to what will be the total cost of WestConnex and how much government funding will be needed to complete it ?

There is also the questions as to whether the prioritisation of significant state resources to Westconnex is soundly based?

There is clearly a need to upgrade rail infrastructure within New South Wales. There is also a need to address road and rail pricing, as recommended in 2003 by the Parry report.

A more balanced approach is needed between new road construction and developing a fit for purpose rail system for New South Wales. Regional NSW deserves a much better deal than it is presently getting.

Associate Professor Philip Laird, Ph D, FCILT, Comp IE Aust
Faculty of Engineering and Information Sciences
University of Wollongong NSW 2522

21 January 2016

[REDACTED]

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[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

Name: Hollie Ussher

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:

As a resident directly affected by this abhorrent project, I strongly object to WestConnex.

The reduction in parking, the traffic rerouting and road widening will have a major impact not only on this suburbs liveability, but also motorists using it. Alexandria will become a bottleneck for 60,000 vehicles a day. The local traffic area struggles greatly already. Mitchell road and Euston Road especially struggle during daylight hours, without the extra volume of traffic expected from this project.

Major apartment developments are already approved and continue to be approved, which only further impacts on parking and traffic congestion.

This is a blatant waste of resources with no value added to road users or the community.

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Tristan McAfee

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
See PDF below

[REDACTED]

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▪

SUBMISSION TO M5 EIS

Name: **Tristan McAfee**

Full address: **95 Renwick Street, Alexandria, NSW, 2015**

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies.

Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

The mind boggles at how devastating WestConnex will truly be after the additional traffic pressures are coupled with the high density housing projects that are now underway. This is a mistake and will lead to significantly higher congestion in an area that already ill afford it.

I have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

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[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Yolanda Floro

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
PDF attached

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This is an objection to SSI 14_6788 M5 East Motorway between King Georges Road, Beverly Hills and St Peters; the 'New M5' project; which comprises of a new, tolled multi-lane road link between the M5 East Motorway east of King Georges Road and St Peters. The project would also include an interchange at St Peters and connection to the existing road network.

I object to this proposal, as it will have devastating impacts on the local community and fails to provide a long-term solution to traffic and congestion. I will outline the reasoning behind my objection to the project below.

This section of the Westconnex project is known as Stage 2 and consists of three components:

- The M5-King Georges Road interchange;
- This project (the subject of this State significant infrastructure application report); and
- The Sydney Gateway (linking the St Peters Interchange with Sydney Airport).¹

Traffic modelling by independent consultants show the modelling by AECOM (which also prepared this EIS) is unsound. AECOM is a company with a questionable professional record² and has been awarded contracts in the Westconnex project for both construction

¹ 1.1

<https://majorprojects.affinitylive.com/public/78cfa8428678f0eac63c278c75acc440/Amended%20WestConnex%20New%20M5%20SSI%20Application%20Report.pdf>

² Insolvency firm KordaMentha accuses AECOM of 'misleading and deceptive conduct' and making 'negligent misstatements' by ambitiously forecasting more than 100,000 vehicles a day while actual traffic volumes only totalled 22,000 a day. The insolvency firm also alleges Aecom had predicted future demand by referencing a 'one-hour demand forecast from a two-hour weekday peak-hour period' without 'allowance for seasonal adjustments' including school holidays. "We believe the work done by Aecom to support their traffic forecasts was substandard. We have engaged third party experts to review their output," says KordaMentha partner Martin Madden. After RCM's Clem Jones Tunnel (Clem7) consistently failed to meet projected targets, the group financially collapsed in February 2011 with debts totalling \$1.3 billion.

<http://www.businessnewsaus.com.au/articles/traffic-forecasters-sued-for-clem7-numbers.html>

and assessing environmental risks - a clear conflict of interest. AECOM was the subject of legal action in Queensland, where more than 650 investors sued the company for allegedly inflating traffic predictions for a private toll-way in Brisbane.³ Receivers and financiers of the \$1.68 billion RiverCity Motor Group are believed to have reached an out-of-court settlement with AECOM, reliably estimated to be as much as \$700 million.⁴

AECOM has a questionable prediction record⁵ and has also been awarded contracts in the Westconnex project for construction, as well as assessing environmental risks and preparing this EIS - a clear conflict of interest.

The EIS does nothing to address the health and safety concerns and the social impact that the motorway will have on the local area. Particularly the impact of the St Peters Interchange on Alexandria.

The report provides no data or concrete evidence to support assertions about the need for the project or the reason why alternatives were not preferred.

- The report states that a 'review of all available research was carried out'. The review omits discussion of important research and reports, which are highly relevant to this evaluation.
- The proposal should not be considered in isolation but as part of projects including developments and initiatives

³ <http://www.wsj.com/articles/aecom-technology-says-australia-toll-road-lawsuit-could-hurt-result-1407925288>

⁴ <http://www.theaustralian.com.au/business/dataroom/rivercity-motor-group-in-168bn-legal-settlement/story-fnjw8txa-1227457810858>

⁵ Insolvency firm KordaMentha accuses AECOM of 'misleading and deceptive conduct' and making 'negligent misstatements' by ambitiously forecasting more than 100,000 vehicles a day while actual traffic volumes only totalled 22,000 a day. The insolvency firm also alleges Aecom had predicted future demand by referencing a 'one-hour demand forecast from a two-hour weekday peak-hour period' without 'allowance for seasonal adjustments' including school holidays. "We believe the work done by Aecom to support their traffic forecasts was substandard. We have engaged third party experts to review their output," says KordaMentha partner Martin Madden. After RCM's Clem Jones Tunnel (Clem7) consistently failed to meet projected targets, the group financially collapsed in February 2011 with debts totalling \$1.3 billion.

<http://www.businessnewsaus.com.au/articles/traffic-forecasters-sued-for-clem7-numbers.html>

undertaken by other government entities in the path of the project. It appears the Department of Planning, Department of Transport and RMS (WDA/SMC) are not communicating with respect to projects, for example the CBD and South East Light Rail (CSELR) project. The proposed benefits of the CSELR will be negated by the Westconnex project, as the WestConnex project will ultimately funnel traffic into the CBD, which will have a further reduced capacity for vehicle traffic.

- The actions undermine previous conditions of approval for the original M5.
- References to potential offsets and mitigation in the absence of any design or specific detail are meaningless.

I attended the Westconnex Development Authority/ Sydney Motorway Corporation information 'pop-up' at St Peters on Saturday, 12 December, and frankly, gained very little out of it. I felt, along with other attendees, that this was merely an exercise in ticking a box to denote there has been consultation with the community. I drew attention to Jack McGovern, a WDA/SMC community engagement officer, that there are people in the Alexandria community who either have mobility issues and could not attend such 'pop-ups' or were simply unaware they were occurring, as there has been no letterboxing in the community. Communicating with property owners and occupants regarding the impact of Westconnex on property should include door knocking affected properties, sending letters and formal correspondence, meeting these stakeholders face-to-face and distributing information packages on the process. WDA/SMC is an entity of RMS, and as such, owes a duty to community members. It is inexcusable that the well-placed concerns of residents and traffic/transport experts (who are not on the WDA/SMC bandwagon) have been rejected.

Business Case

The Westconnex business case released in November was sanitised, that is the figures have been blacked out. Redacting information is normally intended to allow the selective disclosure of information in a document while keeping other parts of the

document secret. Typically the result is a document that is suitable for dissemination to others than the intended audience of the original document. In the context of government documents, *redaction* is the process of removing sensitive or classified information from a document prior to its publication, during declassification.

The Westconnex project business case should not be full of redacted information. It is the taxpayer who is funding these private sector/government contracts. Decisions on whether matters that involve a government should, or should not, be disclosed involve a consideration of the public interest. Any party arguing for non-disclosure should be able to substantiate its case for such an approach.

Government use of contracts to achieve public goals is quite different to how contracts are used in the private sector, because:

1. accountability to the legislature and the people;
2. legislative provisions requiring the proper and efficient expenditure of public money;
3. general legal presumptions that government should act as a moral exemplar in the market place; and
4. public policy constraints on governments' use of contract law

In handling commercial information, Government agencies must abide by a commitment to as full disclosure as possible. In the absence of some overriding public interest against disclosure, it would generally be expected that the terms or key features of a contract would be open to public scrutiny. The obligation of the Government to account for its management of taxpayer's resources means that commercial information must be disclosed.

There is no 'public interest immunity' for non-disclosure. There is no countervailing public interest in denying access to documents or other information that outweighs the legislature's and the public's interest in disclosure. This argument may be accepted with regard to the records of Cabinet discussions and advice tendered by public servants to Ministers, in areas concerning military

security or the privacy of diplomatic communications where publicity might actually damage the public interest. But not building road and transport infrastructure that is changing Sydney.

Local roads are at capacity, especially during morning and afternoon peak periods and on weekends

The proposed motorway does not provide any amenity to the local community of Alexandria in any aspect of the proposal.

[Amended SEARs 16 June 2015.pdf](#)

General Requirements

The Environmental Impact Statement (EIS) must be prepared in accordance with, and meet minimum requirements.

An analysis of the project in accordance with clause 7(1)(d) Sch 2 of the *environmental planning and assessment regulation 2000*

7 Content of [environmental](#) impact statement

(1) An [environmental](#) impact statement must also include each of the following:

- (a) a summary of the [environmental](#) impact statement,
- (b) a statement of the objectives of the development, [activity](#) or [infrastructure](#),
- (c) an analysis of any feasible alternatives to the carrying out of the development, [activity](#) or [infrastructure](#), having regard to its objectives, including the consequences of not carrying out the development, [activity](#) or [infrastructure](#),
- (d) an analysis of the development, [activity](#) or [infrastructure](#), including:
 - (i) a full description of the development, [activity](#) or [infrastructure](#), and
 - (ii) a general description of the [environment](#) likely to be affected by the development, [activity](#) or [infrastructure](#), together with a detailed description of those aspects of the [environment](#) that are likely to be significantly affected, and
 - (iii) the likely impact on the [environment](#) of the development, [activity](#) or [infrastructure](#), and

- (iv) a full description of the measures proposed to mitigate any adverse effects of the development, [activity](#) or [infrastructure](#) on the [environment](#), and
- (v) a list of any [approvals](#) that must be obtained under any other Act or law before the development, [activity](#) or [infrastructure](#) may lawfully be carried out,
- (e) a compilation (in a single section of the [environmental](#) impact statement) of the measures referred to in item (d) (iv),
- (f) the reasons justifying the carrying out of the development, [activity](#) or [infrastructure](#) in the manner proposed, having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development set out in sub clause (4).

Traffic and Transport

An objective of this project is to "relieve road congestion so as to improve the speed, reliability and safety of travel in the M4 and M5 corridor, including parallel arterial roads." A report by SGS Economics & Planning commissioned by the City of Sydney found that the motorway is unlikely to reduce traffic on local roads, exposes the public to huge financial risk, and will not benefit a large proportion of Sydney commuters, including those in Western Sydney. (SGS 2015; Saulwick 2015). Independent experts argue that motorways induce rather than remove traffic. (Zeibots, 2007, Zeibots, 2009). The traffic modeling has been manipulated to give the answers the NSW government wants.

Traffic Modeling

Traffic modeling has been given a limited to consideration. No consideration has been given to other streets that would be affected, such as Maddox and Lawrence Streets, or Lawrence, Belmont and Euston lanes that would be used as "rat-runs" to avoid the congested Euston and Mitchell Roads, further exacerbating traffic congestion in and around Alexandria.

Westconnex representatives said at the Enmore Theatre community meeting 23 February 2015 that “the percentage of trips taken by car will not change”.⁶ However, NSW Bureau of Transport Statistics show that in the decade to 2012, the population grew by 12%, car driver trips grew only 6%, while trips by bus and train increased by 16% and 23% respectively.⁷ At the same community meeting, it was said that if the M4-M5 Link is not built, the same amount of traffic “will still find a way through your area”. This flies in the face of research overseas and in Australia, which consistently finds that adding extra roads encourages more traffic, while closing roads results in less traffic.⁸ The 2007 OECD European Conference of Ministers of Transport report put forward policy-oriented, research-based recommendations for effectively managing traffic congestion and eliminating excessive congestion in large urban areas. Of which Australia was a party to this conference.⁹

It was found that care should be given to consider the downstream impacts of releasing greater traffic flows through previously contained bottlenecks. Great care should be taken to at least address what the network effects will be over the mid- to long-term of such bottleneck treatments.¹⁰ They go on to say that building new road infrastructure is often constrained by a lack of space in dense urban cores *and is nearly always an expensive proposition even in the outlying peripheries of urban areas.*

Most suburban streets do not have vehicle weight limits so residents will feel the impact of heavy vehicles. Roads and Maritime Services modelling prepared early in 2015, shows traffic volumes for roads around inner Sydney and the third stage of WestConnex – a tunnel from St Peters to Haberfield - before and after this tunnel is built. Along King Street, the RMS figures show a continual increase in cars travelling in the morning and afternoon

⁶ LINK TO 1.39 video of meeting

<https://publish.viostream.com/play/179qaabn7j1nq>

⁷ <http://www.bts.nsw.gov.au/Statistics/Travel-Forecasts/Travel-Forecasts/default.aspx?FolderID=221#top>

⁸ <http://www.internationaltransportforum.org/Pub/pdf/07Congestion.pdf>

⁹ <http://www.internationaltransportforum.org/Pub/pdf/07Congestion.pdf>

¹⁰ page 23

<http://www.internationaltransportforum.org/Pub/pdf/07Congestion.pdf>

peak hours between the years 2011, 2026 and 2036. There is a similar story for other major roads around the inner south of Sydney, including the already congested Botany Road, O'Riordan Street, Cleveland Street and Southern Cross Drive. The modelling challenges claims that construction of the motorway will quieten local roads.¹¹ Figures obtained by Fairfax Media were created within RMS using the department's strategic traffic forecasting model. The documents include information about when the model created the traffic forecasts. The forecasts do not align with the traffic forecasts released by the WDA for the first stage of the project, the widened M4 motorway. The WDA is using traffic forecasts for 2021 and 2031, as opposed to the figures for 2026 and 2036 obtained by Fairfax Media.¹²

The accuracy of traffic forecasts is of considerable interest in the toll road sector. One of the unresolved issues is that of the poor performance of traffic forecasts on proposed toll roads and tunnels in urban Australia. The ratio of actual traffic on opening a toll road facility to that of the forecast traffic confirms the optimism bias that has been identified.¹³ In Australia, it has become clear that the traffic projections for most toll roads have been built around the financial model, not vice versa as it should be. And the financial model has been structured in such a way as to “upfront” or bring forward the project cash flows so bankers and their consultants could pocket billions of dollars in fees before even a cent was earned in tolls.¹⁴

¹¹ <http://www.smh.com.au/nsw/sydney-traffic-secret-westconnex-documents-show-worse-congestion-after-toll-road-20150525-gh980u.html#ixzz3pNz1y4s4>

¹² <http://www.smh.com.au/nsw/sydney-traffic-secret-westconnex-documents-show-worse-congestion-after-toll-road-20150525-gh980u.html#ixzz3pNzjnEVW>

¹³ Black, J. (2014) Traffic Risk in the Australian Toll Road Sector in PUBLIC INFRASTRUCTURE BULLETIN Vol 1 Issue 9 at page 10
<http://epublications.bond.edu.au/cgi/viewcontent.cgi?article=1058&context=pi>
b

¹⁴ Black, J. (2014) Traffic Risk in the Australian Toll Road Sector in PUBLIC INFRASTRUCTURE BULLETIN Vol 1 Issue 9 at page 10
<http://epublications.bond.edu.au/cgi/viewcontent.cgi?article=1058&context=pi>
b

Bureau of Transport NSW household travel survey statistics¹⁵ released in 2013 show that:

In support of NSW 2021 goals, public transport and walking trips grew at a faster rate (23% for train, 16% for bus, and 15% for walking trips) than private vehicle trips (6% for car driver trips and 6% for car passenger trips) in the past decade.

Social/recreational trips and education/childcare trips increased the most (17% for each), while work-related business trips (-17%) and personal business trips (-16%) fell.

Over the decade, the data shows the population grew by 12%, distance travelled for education/childcare grew by 30%, implying children are travelling further and are increasingly less likely to go to their closest school. Distance travelled for personal business decreased by 20% over the same time period, consistent with the growth of the internet and mobile technologies.

The total daily travel time per person remained unchanged at 79 minutes.^{16 17}

Then there is the Transport for NSW and Roads and Maritime Services Sydney CBD projects, which involves a series of transport infrastructure projects across greater Sydney with a key focus on the city centre.¹⁸ Part of the CBD works is the construction and operation of a light rail service from Circular Quay to Kingsford and Randwick via Surry Hills, including approximately 20 light rail stops, interchanges at ferry, rail and bus stations along the route and the transformation of a section of George Street between Hunter Street and Bathurst Street, Sydney into a

¹⁵ <http://www.bts.nsw.gov.au/ArticleDocuments/79/r2013-08-hts-summary.pdf.aspx>

¹⁶ Page 9 <http://www.bts.nsw.gov.au/ArticleDocuments/79/r2013-08-hts-summary.pdf.aspx>

¹⁷ Page 23 Sydneysiders spent an average of 79 minutes travelling each weekday. This has remained unchanged for the last decade.

<http://www.bts.nsw.gov.au/ArticleDocuments/79/r2013-08-hts-summary.pdf.aspx>

¹⁸ <http://www.cityofsydney.nsw.gov.au/vision/city-transformation>

pedestrian zone.¹⁹ The EIS of the CBD and South East Light Rail (CSELR) project states it was necessary to transform the transport system within inner Sydney to provide a change in transport capability, reliability and capacity.²⁰ This was in response to problems from congestion reducing productivity and urban amenity, which created transport congestion, unreliability, significant economic and social impacts and a degraded environment (particularly along the George Street corridor). The CSELR is to free up road capacity by transferring CBD trips from existing buses and private vehicles onto the light rail and along the proposed George Street pedestrian zone. Along with Sydney bus network changes as part of the Sydney City Centre Access Strategy (SCCAS), the CSELR proposal would lead to approximately 220 fewer bus trips during the morning peak periods within the CBD.²¹

The EIS of the CSELR project noted that the transport system does not have the capacity to support growth — in response the CSELR is to support future economic growth by improving public transport capacity, quality and reliability.²²

The proposed benefits of the CSELR would be negated with the Westconnex project in its entirety, as the WestConnex project will ultimately funnel traffic into the CBD, which will have a further reduced capacity for vehicle traffic. The planning processes of both projects do not take into account their respective impacts.

¹⁹

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6042

²⁰ page E-3

<https://majorprojects.affinitylive.com/public/ee4241b76393b91aea89ae55b47ffd8d/01%20CSELR%20EIS%20-%20Table%20of%20Contents%20and%20Executive%20Summary.pdf>

²¹ page E-3

<https://majorprojects.affinitylive.com/public/ee4241b76393b91aea89ae55b47ffd8d/01%20CSELR%20EIS%20-%20Table%20of%20Contents%20and%20Executive%20Summary.pdf>

²² page E-3

<https://majorprojects.affinitylive.com/public/ee4241b76393b91aea89ae55b47ffd8d/01%20CSELR%20EIS%20-%20Table%20of%20Contents%20and%20Executive%20Summary.pdf>

AIRPORT

The construction of Sydney's second airport is to begin this year (2016). The runway will be able to accommodate the largest plane in the sky — the A380. A 3km transport tunnel has been earmarked on the schematics for a future underground rail link to the airport.

The first stage, which will be completed within eight years and be able to take 10 million passengers a year. The final configuration would elevate the Badgerys Creek airport to a world-ranking facility, with twin parallel 3.7km runways by 2050. The final design reveals a major international airport complex forecast to take 80 million passengers a year, twice the number currently serviced by Sydney Airport at Mascot.

<http://www.dailytelegraph.com.au/news/nsw/badgerys-creek-airport-sydneys-bold-plan-is-taking-wing/story-fni0cx12-1227304121459>

The airport passenger numbers projected by the Westconnex EIS at Sydney Airport above do not co-relate with the numbers projected by the Badgery's Creek passenger numbers.

Singapore airlines are introducing international flights to Canberra's airport this year (2016).

Urban Design and Visual Amenity

The Paperbark and Port Jackson fig trees on Campbell St and Euston Rd are set for removal and / or relocation. Replacing these mature trees with saplings is not good enough, these *trees* and the *canopy* cover they provide are important for urban amenity and local amenity.

These trees should remain and any development be designed to provide these trees with space, as would be the case with a corner park or by designing any development with sufficient setbacks to allow the trees to remain and to survive.

The trees in front of my building, along with the seven Port Jackson Fig trees (approx. 100 years old) opposite are beautiful visual qualities present in existing landscape. They provide not only a *visual* buffer, but also auditory and *psychological* buffer to existing traffic on Euston Road. To remove these trees would specifically impact adversely on the residents of Euston Road.

NOISE

The level of 74 decibels seems benign and is explained as benign in the EIS. The potential for a sound to damage our hearing is proportional to its intensity, not its loudness. That's why it's misleading to rely on our subjective perception of loudness as an indication of the risk to our hearing. Particularly when this noise level is conservatively estimated for traffic noise that will essentially be non-stop. Twenty-four / seven.

Population of the local area

There are large-scale residential developments in the Alexandria area that will impact in terms of road congestion, public transport, as well as childcare, education and medical facilities in the vicinity of the proposed development.

There is a current lack of transport and road infrastructure to support the existing population:

- Local roads are at capacity, especially during morning and afternoon peak periods and on weekends;
- Both Erskineville and Redfern railway stations are over capacity, with only four services to the City from Erskineville in the morning peak period, and a similar number servicing the evening peak period;
- Bus services are over capacity by the time they reach Mitchell Road and offer infrequent services; further, all bus services terminate at Redfern Station during the construction

of the CBD light rail, adding further pressure to the over-capacity of Redfern Station

No infrastructure is planned to alleviate these existing problems.

The areas near Coulson Street and Mitchell Road are noted flood-prone areas that are affected during episodes of even moderate rainfall, but especially so during the more frequent heavy rainstorms we now experience.

During the Anzac 2015 mega hail storm, Coulson Street, which branches off Mitchell Road, flooded and there was extensive resultant stormwater damage to numerous vehicles, as well as road closures at the intersection of Mitchell Road and Coulson Street.

Traffic modeling has been limited to consideration of Mitchell Road only (as stated by representatives of consultants AECOM). No consideration has been given to other streets that would be affected by this development, such as Lawrence and Belmont Streets and their associated laneways, and Euston Lane, which would be used as “rat-runs” to avoid a congested Mitchell Road. They are now and it will only continue. No consideration (again, as stated by AECOM) has been given to the Westconnex project that would see up to 60,000 cars per day exit the tollway portal at St Peters, further exacerbating traffic congestion in and around Alexandria.

How close is a major road allowed to be built next to residences?

The business case says the Alexandria Landfill site at St Peters was identified as suitable for the construction of the eastern portal of the main tunnels. The site was considered large enough to accommodate the required construction activities, while minimising impacts to the surrounding community (page 136). *There will be "Euston Road widening – to improve connectivity to Alexandria"* (page 137). Euston Road is being upgraded as part of the local road upgrades to support the integration of the St Peters

Interchange. *Following the upgrade, the road is predicted to carry an extra 50,000 (not a typo - fifty thousand) vehicles (page 39).*

This is quite frightening. Not only for residents of Euston Road like myself, but residents along McEvoy St, Maddox St, Lawrence St, Fountain St and Mitchell Road.

There are several major problems with this proposal. Firstly, it will impact greatly on the residents in the buildings at 125 Euston Road and 93 – 103 Euston Road. The residents at 125 Euston Road will literally have 7 lanes of traffic at their front door, with virtually no 'buffer' zone between the widened road and their front door.

RMS is negotiating on behalf of Westconnex with the owner of the lots in front of our building (the original developer, who incidentally, was bankrupted from sloppy property developments), to purchase these lots to widen Euston Road from 4 to 7 lanes to Maddox Street. We have copies of correspondence from the RMS stating this (see A, B, C and D below).

My neighbours in unit one, who have also objected and been to the media, will have less than one metre between their bedroom windows and 7 lanes of traffic. How is it safe to propose traffic so close to a residential building. To a family's bedroom windows? What happens if there are vehicle collisions at this intersection, as there almost certainly be at some point? Where is the safety margin between the traffic and the front doors of this building? I don't think those involved in the project have physically attended the sites they propose to build roads through. I don't think they have considered the developments of the Ashmore Estate and Green Square surrounding Alexandria. They must have a duty to attend and speak with residents now, rather than later.

How are people able to live a relatively normal existence with this amount of traffic (and the associated noise and pollution) at their front doors and outside their windows? The same applies to our neighbouring building, the residents at 93 – 103 Euston Road, with many of those apartments having bedrooms windows facing directly onto Euston Road. And of course there are also the apartment buildings that are on the stretch of Euston Road

between Maddox Street and Harley Street. These residents too will also be subject to increased traffic and associated noise.

In anybody's language, it is not reasonable to have traffic right up to the front door of a building that was not designed and built to cope with this volume of traffic and this level of noise. Maybe traffic of this volume could be tolerated by the residents if there was a five metre buffer zone between the traffic and their front door. But these building were NOT designed, nor built with the idea that very high volumes of traffic could be coming past the front door 24 hours a day, 7 days a week and nor is there proposed suitable distance/buffer between the building and the road/traffic.

That RMS is negotiating with a liquidator, should have set off alarm bells. There is a general legal presumption that government and government entities should act as a moral exemplar in the market place. I would argue that there is an obligation on the RMS as a government entity to account for its management of taxpayer's resources by disclosing, as a courtesy at the very least, to those who will be directly affected by these dealings

A

I have attached a copy of the reply that was sent in response to your email to RMS Customer Services.

Copy of Strata Plan 67711 attached shows an area of land on the Euston Road frontage of the Strata boundary (Lot 3 in Deposited Plan 1003248) which is separate from the Strata Common Property boundaries.

As stated on the reply, any Property Inquiries for this Strata and Strata Plan 72036 received in RMS are advised that although no part of the Strata is affected by any RMS road proposals, an area of land adjoining the properties (Lots 3 and 4 in DP 1003248 and Lot 101 in DP 1068264 – Lot 3 in DP 1003248 in this case) is reserved for future road widening.

regards

Lindsay Bangsrove
Senior Property Officer
Project Development | Infrastructure Development
T 02 8849 2093 F (02) 8849 2750
www.rms.nsw.gov.au
Every journey matters

Roads and Maritime Services
Level 5 Argyle Street Parramatta NSW 2150

B

GE 15/11028 – 125 Euston Road Alexandria

The subject property being 125 Euston Road Alexandria , known as SP 67711, is not and has never been affected by any RMS road widening reservation.

Adjacent to the subject property the land known as lot 3 in DP 1003248 has been subject to a road widening reservation since 1989 and is required for ancillary works as part of the Westconnex. Lot 3 in DP 1003248 is in private ownership and has never been a public road or public reserve. RMS is currently in the process of acquiring this land for the Westconnex.

If a prospective purchaser of any of the units within SP 67711 submitted a property enquirey to RMS then they would be advised that no part of SP 67711 was required for road widening but that the adjoining parcel of land being lot 3 in DP 1003248 was totally affected by a road widening reservation and required for future road widening.


Additionally, the Local Environment Plan prepared by Sydney Council would have defined the zoning of the land adjoining the subject property, being lot 3 in DP 1003248, as SP2-Classified Road.

In reference to the comments about loss of privacy and noise pollution this complaint should be referred to the Westconnex project team being Tony Dixon

C

Land and Property Information Division
ABN: 84 104 377 806
GPO BOX 15
Sydney NSW 2001
DX 17 SYDNEY

Telephone: 1300 052 637



**Land & Property
Information**
A division of the Department of Finance & Services

TITLE SEARCH

Title Reference: 4/1003248

LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 4/1003248

SEARCH DATE	TIME	EDITION NO	DATE
23/10/2015	10:58 PM	7	24/1/2005

LAND

LOT 4 IN DEPOSITED PLAN 1003248
AT ALEXANDRIA
LOCAL GOVERNMENT AREA SYDNEY
PARISH OF ALEXANDRIA COUNTY OF CUMBERLAND
TITLE DIAGRAM DP1003248

FIRST SCHEDULE

ARRRAY INVESTMENTS PTY LIMITED (T 9204568)

SECOND SCHEDULE (2 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
* 2 AH763602 CAVEAT BY AUSTRALIA AND NEW ZEALAND BANKING GROUP
LIMITED

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***


PRINTED ON 23/10/2015

* ANY ENTRIES PRECEDED BY AN ASTERISK DO NOT APPEAR ON THE CURRENT EDITION OF THE CERTIFICATE OF TITLE.
WARNING: THE INFORMATION APPEARING UNDER NOTATIONS HAS NOT BEEN FORMALLY RECORDED IN THE REGISTER.

1

D

Land and Property Information Division
ABN: 84 104 377 806
GPO BOX 15
Sydney NSW 2001
DX 17 SYDNEY
Telephone: 1300 052 637

 **Land & Property Information**
A division of the Department of Finance & Services

TITLE SEARCH

Title Reference: 3/1003248

LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 3/1003248

SEARCH DATE	TIME	EDITION NO	DATE
23/10/2015	10:47 PM	4	11/12/2002

LAND

LOT 3 IN DEPOSITED PLAN 1003248
AT ALEXANDRIA
LOCAL GOVERNMENT AREA SYDNEY
PARISH OF ALEXANDRIA COUNTY OF CUMBERLAND
TITLE DIAGRAM DP1003248

FIRST SCHEDULE

ARKBAY INVESTMENTS PTY LIMITED (T 9207975)

SECOND SCHEDULE (2 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
* 2 AH763601 CAVEAT BY AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED

NOTATIONS

NOTE: THE CERTIFICATE OF TITLE FOR THIS FOLIO OF THE REGISTER DOES NOT INCLUDE SECURITY FEATURES INCLUDED ON COMPUTERISED CERTIFICATES OF TITLE ISSUED FROM 4TH JANUARY, 2004. IT IS RECOMMENDED THAT STRINGENT PROCESSES ARE ADOPTED IN VERIFYING THE IDENTITY OF THE PERSON(S) CLAIMING A RIGHT TO DEAL WITH THE LAND COMPRISED IN THIS FOLIO.
UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

PRINTED ON 23/10/2015

* ANY ENTRIES PRECEDED BY AN ASTERISK DO NOT APPEAR ON THE CURRENT EDITION OF THE CERTIFICATE OF TITLE.
WARNING: THE INFORMATION APPEARING UNDER NOTATIONS HAS NOT BEEN FORMALLY RECORDED IN THE REGISTER.

1

Conclusion

I object to the proposed New M5 as it will have devastating impacts on my local community, the communities it is to go through and fails to provide a long term solution to traffic and congestion.

Sincerely,
Yolanda Floro

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Kim Thurbon
[REDACTED]

[REDACTED]

Ersineville, NSW
2043

Content:

- The EIS is inadequate
- Air quality will be reduced to unacceptable levels
- Removal of part of Sydney Park is unacceptable - most dwellings either have little or no yard. This is valuable public space.
- Concentrate on public transport and bike tracks please!!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

People are losing their homes so the government can build a road. It is criminal bullying behaviour that these people are not being compensated so they can easily move into a home in the same suburb immediately. Shame on the government for not having the guts to step in and do something about this.

Just another reason not to support this illegal project - The Wetsconnex

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
See attached

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

SUBMISSION TO M5 EIS

Name

Full address

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

I ~~have~~ / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Jason Hooker

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
See the attached document for my objections.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

SUBMISSION TO M5 EIS

Name Jason Hooker
Full address 67 Buckland Street, Alexandria, NSW 2015.

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

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With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

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Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
FORCEFUL ACQUISITION OF PEOPLE'S LAND / THEIR HOMES - BUT THE BULLYING OF PEOPLE IS CRIMINAL

The NSW Government should compensate people for the loss of their properties to 50% more than the highest value of an equivalent home in the suburb. This will mean they are compensated fairly not ripped off to the tune of \$300000. They will then be able to find a 'like for like' with relative ease, pay removalists, take time off from work, uplift the family, change their social lives. Being offered so much less than what they are worth and bullying people to accept such horrible offers is un Australian. SO FIX IT NOW.

JUST ANOTHER REASON NOT TO SUPPORT THIS HORRIBLE PROJECT WHICH HAS NOT EVEN BEEN THOUGHT OUT WITH DUE CARE.

Also instead of wasting resources their homes should not be pulled down (what a waste) but offered for sale and then transported at Govt cost to their new land. Not only will this save resources if will mean someone gets a home.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Fiona Russell

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:

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Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one the lowest amounts of public open space per person in Australia,

1

even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

As a resident of Alexandria we spend most of our time trying to avoid the current congestion on McEvoy and Euston Roads which are typically gridlocked. We love our local area, but with the increase in population more needs to be done to support public transport or cycling options to reduce the reliance on cars rather than building more roads.

Our back laneway (Belmont Lane) is used as a rat run for people who use both Mitchell Road and Euston Road. It's incredibly dangerous and I believe by adding more cars on to Euston road this will only exacerbate the problem.

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[REDACTED]

Content:
Westconnex is going to destroy Alexandria! We do not need more traffic! This area is already being over developed and Westconnex will just be the icing on he cake! Your planning o kill trees and diverge traffic ini our local streets... How can you not see it is not going to work! It will also pollute the area and create too much noise. Stop Westconnex!

[REDACTED]

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[REDACTED]

Content:

Westconnex is a joke! It will not work but just destroy Alexandria, cause more traffic, ruin Sydney park, pollute our area and kill trees Don't build Westconnex!

[REDACTED]

[REDACTED]

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[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

Name: Colin Schroeder

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
SUBMISSION TO M5 EIS

Name: Colin Schroeder
Full address: 172 Belmont Street, Alexandria, 2015

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done - in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

I have not made a reportable political donation.

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Margaret Aitken

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:

I object to this plan on the grounds that it is a gross waste of public money which should be used for the wider population in PUBLIC TRANSPORT. I am horrified at the impact it will have on my local area and that parts of Sydney Park, that the government have just spent 3 million upgrading, will be removed. There will be noise and pollution health hazard for those using the park. The Ecotransit have valuable solutions to this wasteful plan

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

■

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

Maggie Aitken
302, Belmont Street
Alexandria 2015
22.1.2016

Dear Sir/Madam,

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

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

DESTRUCTION OF BIODIVERSITY

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

DEGRADATION OF RECREATIONAL GREEN SPACES

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

TRAFFIC IMPACTS ON LOCAL ROADS

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

TRAFFIC MODELLING

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

URBAN DESIGN

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

AIR QUALITY

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

POOR ANALYSIS OF ALTERNATIVES

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

Yours sincerely, *Maggie Aitken*

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

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Margaret Aitken
[REDACTED]

[REDACTED]

alexandria, NSW
2015

Content:

I object to the M5 East extension as the money could be better used in providing public transport - WHICH GETS CARS AND FUMES OFF THE ROAD

The cost to commuters will make them take alternative routes, which will clutter the side roads of all the adjacent suburbs.

The Euston Road in Alexandria is already at capacity and THERE IS NOT ROOM FOR 6 LANES ON THE EUSTON ROAD.

Pollution levels around the exits will exceed WHO limits and will cause illness and death - resulting in higher health care costs
THIS PLAN MUST BE STOPPED

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Andrew Booth

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:

I would like to voice my serious concerns about the Westconnex project and it's Sydney Park interchange. I am a resident of Alexandria, and I find it incomprehensible that the government would use Euston Road as a major distribution point, particularly given the road is already heavily congested. In peak periods it is already shocking, even worse at the weekend. And the fact that the daily usage of this road will skyrocket from 7,000 to 61,000 shows just how flawed this proposal is. The suburb of Alexandria is a lovely piece of Sydney that has wonderful and quiet streets that families play in. Does the government honestly believe that these roads won't be turned into rat runs?

I currently live on Euston Road, and the amount of pollution (dust, rubber and other particles) that gather on both my front porch and patio, is already at a level that is dangerous. Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. How can this be okay?

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

I call for the government to stop its current plans for the M5 Westconnex project. It is flawed, and will be a waste of money. I want better thinking, a better future... better governing.

[REDACTED]

[REDACTED]

[REDACTED]

[8](#)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Frances Aitken

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:

As a Gen Y with no car, I would like to object to this plan. Public Transport is a no brainer - public transport is what you should be spending your (our) money on

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] [com](#)

■

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

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302, Belmont Street
Alexandria 2015
22.1.2016

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Danielle Hart

[REDACTED]

[REDACTED]

Leichhardt, NSW
2040

Content:
To Whom It May Concern

Five important things to be considered in regards to building WestConnex New M5.
One: That it will not be at the expense of communities and natural bush areas and gardens.
Two: Consideration be given to improving roads which allows for expert advice. It has been known for decades now that wider roads is not the answer to improving traffic flow.
Three: Options for improving roads be collected so a well thought out decision can be made. Also that the community is a part of this decision making process.
Four: public transport and bike tracks be configured into planning to work in with future road improvements.
Five: Lets all of us have an awesome vision for Sydney's transport systems which moves with the changing times.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Claire Porter

[REDACTED]

[REDACTED]

Sydney, NSW
2043

Content:

Sydney does not need any more roads. Put the money to great use in public transport up grades. Trams, light rail and bus services are in need of more funding.

Cycle lanes could be improved.

Wasting money on further roads will encourage extra traffic.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

SUBMISSION TO M5 EIS

Name ... [REDACTED]

Full address [REDACTED]

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

Put the money to better use with public transport system. Light rail and more cycle lanes. Trams are also a great idea. Sydney does not need more roads, it needs better public transport infrastructure .

I have / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Maxwell Harrison

[REDACTED]

[REDACTED]

sydney, NSW
2015

Content:

Given the enormous scale of this project, the huge disruption to people's lives, and the many unanswered questions about its justification, I wish to object to the WestConnex project.

The Westconnex Project has run rings around and made mockery of the planning processes in NSW.

The NSW government has also failed to implement its own Major Projects Assurance Framework. Ordinarily, a project of this size would have had at least six independent gateway reviews. The WestConnex project has had just one, based on an incomplete business case. Even so, this review put up five red flags (including project delivery, governance and value for money) and four yellow (including risk management and sustainability). There were no green flags.

The business case for WestConnex also includes a number of non-standard, highly questionable 'benefits' which are used to justify the project. These include the claim that the project will prevent \$832 million of greenhouse gas pollution from being generated (despite a forecast of 31% increase in traffic in the project area). This type of creative accounting gives the public no reassurance that this project represents value for money or whether in fact there is any net benefit at all.

There has also been no attempt to investigate public transport alternatives to WestConnex, so there is no evidence that this project represents the best transport solution. At a cost of \$17.8 billion, it is one of Australia's costliest infrastructure projects ever, yet it has failed these fundamental tests of accountability and transparency.

I urge you to reconsider this poorly conceived and outdated plan. Once the current batch of career bureaucrats have moved on we may see this 30 year old concept buried once and for all.

Yours sincerely

Max Harrison

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: john newman

[REDACTED]

[REDACTED]

Erskineville, NSW
2043

Content:
see attached

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

SUBMISSION TO M5 EIS

Name ...John Newman.....

Full address ...25 / 127 Railway Parade, Erskineville, NSW 2043.....

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
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With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

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Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

Building new roads will encourage more car journeys, increase pollution and is not a sustainable way of adding transport capacity as Sydney grows. Money should be invested in a better public transport system which will not pollute & can grow over time.

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Alex Hernandez

[REDACTED]

[REDACTED]

Erskineville, NSW
2043

Content:
As I resident, I do not believe this project fits in with the small community atmosphere we as residents have come to love about this area. I don't believe the project would have a negative impact on green spaces, levels of noise and air pollution and traffic. I feel a lot of people will move away from the area if this goes ahead, thus it would be a counter-productive project.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

SUBMISSION TO M5 EIS

Name: Alex Hernandez

Full address: 155 Railway Parade, Erskineville, NSW 2043

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The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
Name
Full address

Dear Planners etc
The decisions you make today will affect many future generations in Sydney and throughout NSW. It is a very serious responsibility that you get it right.

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:
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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

Please utilise the Australian public's money judiciously. You have a moral and legal responsibility to do so.

Please consider spending the billions that Westconnex is going to cost on public transport alternatives such as

1. Parramatta light rail.
2. Sydney light rail. Northern section
3. Sydney light rail. Southern section
4. Two additional rail tracks on the Harbour Bridge.

These solutions will work, will be much cheaper and will be sustainable long after Westconnex becomes outdated. Building Westconnex as currently conceived is not going to solve current transport problems, and certainly will not benefit future generations. The main beneficiaries of the current plan will be the funding and construction companies such as Leightons Lend Lease Macquarie Bank and Evans and Peck et cetera.

(As a shareholder of Macquarie Bank I do not support their involvement in the Westconnex project).

I have not made a reportable donation.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Beth Aitken

[REDACTED]

Address:

[REDACTED]

TEMPE, NSW
2044

Content:

I object to this blatant wastage of public money which should be spent on PUBLIC TRANSPORT. The EIS is totally lacking in its consideration of the public transport options and any costing of alternatives to the tunnel

Public transport will keep TRAFFIC OFF THE ROAD and MINIMISE AIR POLLUTION AND CARBON FOOTPRINT

This project will see a huge increase in traffic into the city - which is already congested. Any minimal time saving in the tunnel will be lost in the congestion trying to get into the city

The government is wisely spending money on light rail in the city - to reduce traffic. Westconnex traffic will DESTROY THIS BENEFIT

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

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

Beth Aitken
56 Hart Street
TEMPE
22.1.2016

Dear Sir/Madam,

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

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

DESTRUCTION OF BIODIVERSITY

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

DEGRADATION OF RECREATIONAL GREEN SPACES

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

TRAFFIC IMPACTS ON LOCAL ROADS

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

TRAFFIC MODELLING

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

URBAN DESIGN

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

AIR QUALITY

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

POOR ANALYSIS OF ALTERNATIVES

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

Yours sincerely, Beth Aitken

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

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Elizabeth Driscoll

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
I strongly object to the proposed New M5.

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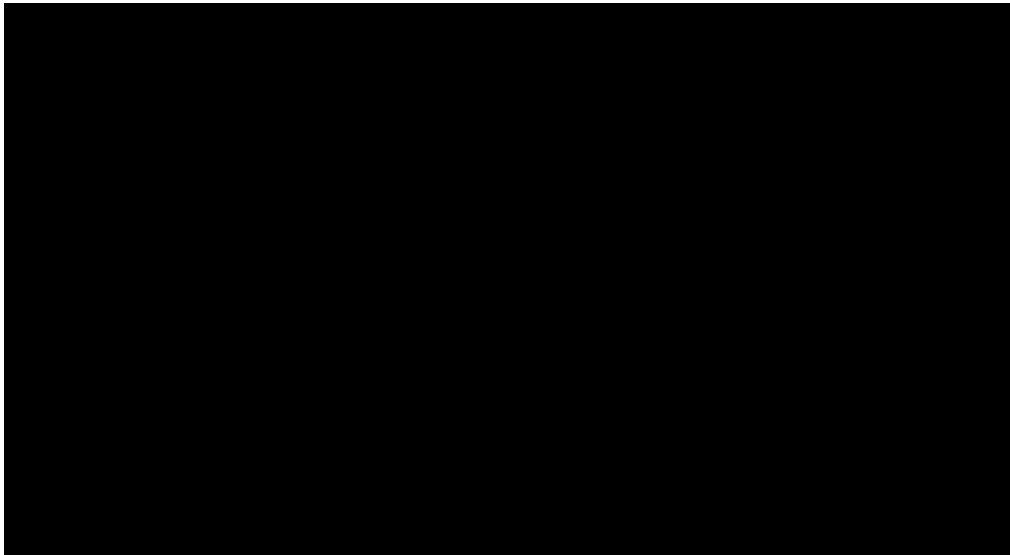
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Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia,

even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money, better solutions to traffic congestion and to live in a city where the wellbeing of its residents is protected and promoted alongside financial interests.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Beth Aitken

[REDACTED]

[REDACTED]

TEMPE, NSW
2044

Content:

I object to this blatant wastage of public money which should be spent on PUBLIC TRANSPORT. The EIS is totally lacking in its consideration of the public transport options and any costing of alternatives to the tunnel

Public transport will keep TRAFFIC OFF THE ROAD and MINIMISE AIR POLLUTION AND CARBON FOOTPRINT

This project will see a huge increase in traffic into the city - which is already congested. Any minimal time saving in the tunnel will be lost in the congestion trying to get into the city

The government is wisely spending money on light rail in the city - to reduce traffic. Westconnex traffic will DESTROY THIS BENEFIT

[REDACTED]

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

Beth Aitken
56 Hart Street
TEMPE
22.1.2016

Dear Sir/Madam,

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

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

DESTRUCTION OF BIODIVERSITY

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

DEGRADATION OF RECREATIONAL GREEN SPACES

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

TRAFFIC IMPACTS ON LOCAL ROADS

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

TRAFFIC MODELLING

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

URBAN DESIGN

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

AIR QUALITY

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

POOR ANALYSIS OF ALTERNATIVES

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

Yours sincerely, Beth Aitken

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

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

UNFILTERED EMISSIONS

This is what's happening: See below

*Leightons/CIMIC, who have been awarded the contract before approval, decided that ventilation stacks should not be filtered although tollway projects in other countries have ventilation stacks which filter emissions. The EIS asserts that there will be very low 'negligible' emissions in local areas from the stacks. One reason engineers give for filtering tunnels is to protect residents in high buildings or land. In this project, some residents live on hills and others (e.g. in Arncliffe) live in high buildings. There are experts who say that stack emissions are not safe and should be filtered.

We need to look to the future and start now. Simply any vehicle emissions in a tunnel will be concentrated and this concentration of emissions will be spewed out onto the public who live and work nearby emissions stacks. It is a huge health hazard and the government cannot wipe its hands of the problems such toxins will cause to us.

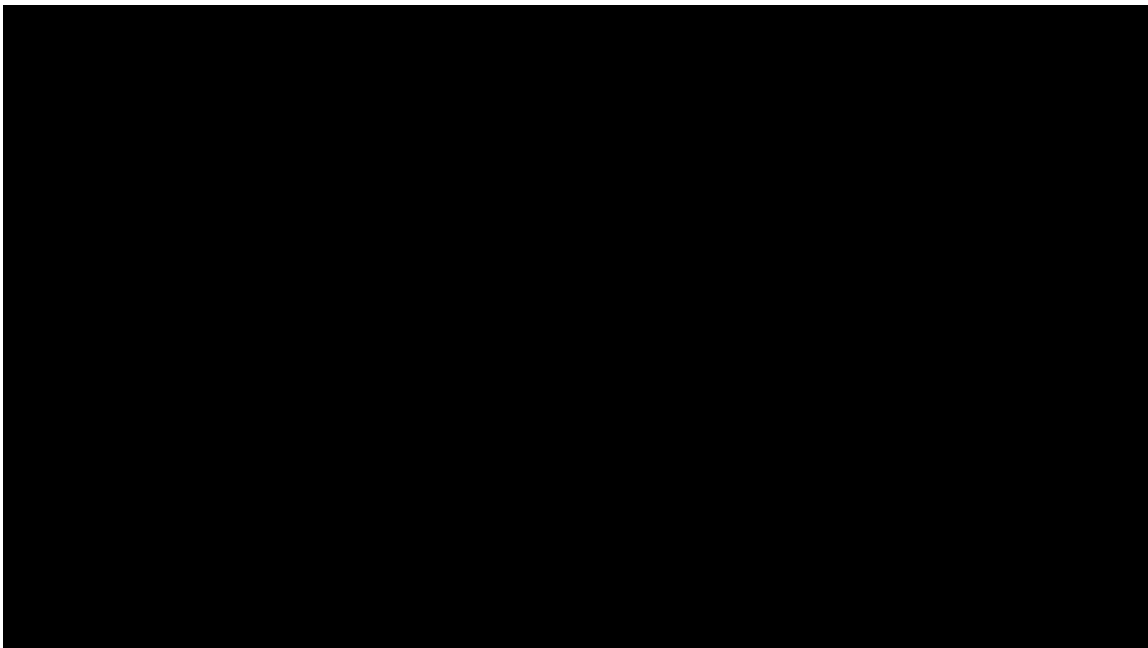
Its just another reason not to support this cruel project

[REDACTED]



Content:

I object the project as there is no clear plan on traffic flow in the Alexandria area.



SUBMISSION TO M5 EIS

Name: [REDACTED]

Full address: [REDACTED]

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

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Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

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will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

I have / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

[REDACTED]

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Content:
Upload attached.

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[REDACTED]

[REDACTED]

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■

SUBMISSION TO M5 EIS

Name : [REDACTED]

Full address : [REDACTED]

I strongly object to the proposed New M5. The new M5 is a waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or public transport. The cities we aspire to elsewhere in the world are looking to shared services and public transport, no other modern metropolis is prioritising the needs of cars over that of the people who live and work in the area. As a NSW taxpayer, I want better value for money and as an Alexandria resident, I want safe slow-driving calm streets in residential areas and clean air for my child to grow up in.

The roads where I live, around the St Peters interchange, are already at an unacceptable Level of Service and are only to get worse because of in-fill developments not allowed for by the EIS including Green Square, Waterloo Estate and proposed changes to the Central 2 Eveleigh corridor. The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. It also acknowledges that "modelling is probably optimistic" which suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

Usage of the M5 is not growing. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

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The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible but the plans seem destined to drive traffic onto local roads. My family and I walk these roads daily and already meet drivers speeding and disregarding one-way signs regularly. I am terrified my daughter – who is just learning to walk now – will be hit by a car as the calm residential streets become filled by enormous volumes of traffic on local roads as frustrated drivers with no fast way out of Alexandria try to rat run down residential streets. Alexandria's two public school campuses are separated by Mitchell Rd and students walk from one campus to the other daily. How long before heavy traffic exhaust leads to breathing difficulties for the school children that spend 8 hours there daily, not to mention the risk of accidents crossing the road?

I call for the M5 EIS not to proceed. I have not made a reportable political donation.

Yours,
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Lisa Cahill

[REDACTED]

Address:

[REDACTED]

ALEXANDRIA, NSW
2015

Content:
SUBMISSION TO M5 EIS

Name : LISA CAHILL
Full address [REDACTED] ALEXANDRIA, NSW, 2015

I strongly object to the proposed New M5.

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

As A Resident in Alexandria, I have lived here for 8 years. In this time I have seen the infrastructure expand with multiple apartment complexes and new business. This has already created much more traffic around this area than is desired by Alexandria's local residents. Not to mention the over-population of a small area. Due to this expansion I cannot get parking in my street and the traffic is already beyond a heavy flow. The building of the WestConnex will have disastrous effects on an already over developed and over populated area. Not to mention the destruction of heritage buildings and trees in the area. Sydney Park is a place where all local residents enjoy spending time with their families, animals (pets and native animals in the park) and has a great community spirit. Disturbing the serenity and heritage of this park is INEXCUSABLE!!!! The WestConnex is the WORST thing that could happen to this community. A lot of local residents DO NOT approve and have NO SUPPORT whatsoever for the WestConnex to go ahead.

I have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

Content:
POLLUTION AND HEALTH

*Hundreds of homes and businesses will be affected by significant noise during construction and/or operation to a level that can damage health; while mitigation is recommended for some, no details are provided. Westconnex will provide no detailed plans until after approval, and in some case until after construction begins.

*There is growing scientific evidence that excessive noise can damage short and long term health

*Road pollution is a significant contributor to overall pollution; living or working close to congested roads is a health risk; some roads that would be negatively affected by the Westconnex New M5 are already polluted.

. Not to mention pollutive runoff from excess vehicle traffic

*There is strong scientific evidence that air pollution, especially PM 2.5 and PM 10 are linked to increased risks lung disease, impaired lung development, strokes, cancer and other forms of respiratory illness.

Just some of the hundreds of reasons to object to this thoughtless project

[REDACTED]

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[REDACTED]

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Content:

strongly object to the current plans to "disperse" traffic onto local streets when it tries to clear the Westconnex interchange at St Peters.

Many of the roads around the proposed interchange are already at over capacity with long delays for standstill traffic. I have lived in Alexandria for 5 years and have noted traffic increases on local roads which will only get worse because of in-fill developments not contemplated by the EIS:

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it currently handles inadequately on 2 lanes. There is no way it can handle 61,000 cars.

Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic cannot simply "disperse" once it leaves the M5. It will only increase the evident inadequacy of the current road network in the local area and cause rat-running.

I live in a designated local road which now carries pantechicons as a result of logjam on the main arterial roads. These giant vehicles fell branches on the nature strip trees as they traverse streets which are too small to safely carry their size. They also travel at an unsafe speed to react to local traffic activity such as residents parking and children alighting from parked cars.

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

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* Ashmore: 6,000 residents

* Waterloo Estate: 30,000 residents

* Central 2 Eveleigh: 56,000 residents, 25,000 workers

* Defence Housing 160 residences and many smaller redevelopments in the local government areas of City of Sydney and Marrickville

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I reside in the Inner West and I oppose the West Connex for the following reasons:

- concern about the smoke stacks in residential areas
- concern about traffic congestion in the Inner West
- not convinced about the need for the tunnel
- heritage buildings in the area being impacted
- concern about loss of green space in Sydney Park
- concern about excavation work resulting in asbestos being released into the environment (already happened)

I understand that it might not be possible to completely stop the project, but I would like to see the government do all they can to minimise impacts.

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: kathryn Fleming
[REDACTED]

Address:
[REDACTED]

Alexandria, NSW
2015

Content:
refer to upload, I strongly object.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

SUBMISSION TO M5 EIS

Name KATHRYN FLEMING
Full address UNIT 30/17-37 LAWRENCE ST, ALEXANDRIA NSW
2015

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With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

I have / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

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[REDACTED]

Name: Peter Craig

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
See uploaded objection

[REDACTED]

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▪

SUBMISSION TO M5 EIS

Name ...Peter Craig.....
Full address ...
63 Kingsclear Road Alexandria NSW
2015.....

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong – so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

Roads, especially tunnels, are expensive, and move relatively few people – perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

Please don't go ahead with this project! It will add more traffic to Newtown and Alexandria which are already very congested. The money would be much better spent on public transport.

[REDACTED]

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Content:
PUBLIC CONSULTATION

So far the consultation process with the people that count - the public this road affects has not occurred.

In fairness this should have occurred years ago.

I was wondering if there was going to be any????

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Content:
General points attached

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[REDACTED]

[REDACTED]

[REDACTED]

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Secretary
NSW Department of Planning and Environment
GPO Box 39, Sydney NSW 2001
Submission to DP & E Project Number SSI 14_6788 WestConnex New M5

This submission is relative to the Environment Impact Statement (EIS) for the WestConnex New M5 project (Project) to which I lodge **a strong objection** to this and **the entire WestConnex**.

My Objections are as follows:

1. The project is short sighted and self-serving without a valid public or environmental benefit.
2. The NSW Government has unethically changed legislation introducing Offsets as a way of smoothing the process for companies to clear once protected native vegetation and flora.
3. The NSW Government has not published a full and transparent business case for what was originally a \$15 Billion WestConnex tollway. This figure has already blown out to \$18 Billion including add-ons (a wish list) that I anticipate will grow exponentially as taxpayers carry the monetary burden.
4. Construction contracts were awarded before an EIS was lodged.
5. AECOM is the company contracted to complete the EIS despite its poor record at traffic modelling and recently settled a major lawsuit because of their failure. Notably AECOM also has a strong commercial stake/benefit from the Project.
6. The Government has conducted only superficial analysis to the alternatives brushing them aside to sprout this Project. Viable alternatives include but not limited to better traffic management, public transport (not in private hands)
7. There has been **NO** community consultation whatsoever and the WDA claims it is so because they run information sessions. It was a farce.
8. Writing to the government or the relevant department regarding concerns was also a farce as each area claimed no responsibility even though they were. If you were directed to other areas the responses simply mirrored the useless information sessions. None of my concerns about the WestConnex motorway were addressed. I imagine it was the same for every other concerned citizen.
9. The NSW Government has only promoted what is considers positive things about the WestConnex (saving 6 minutes travel time Parramatta to Mascot, get home to families faster). It never considered or discussed the negative impacts (stress and health impacts from acquisitions, extra traffic and unfiltered emissions stacks (noise, carbon monoxide), decimation of a colony of protected Sacred White Ibis and destruction of critically endangered bushland etc).
10. Even before the M5 EIS was out work had begun on removing landfill which included asbestos from St Peters (Alexandria landfill).
11. Compulsory acquisitions of homes in which people have lived all their lives has caused untold stress on them as they leave their communities unable to buy back in even close due to below market prices being offered for their homes.
12. The WestConnex idea is to induce more (unnecessary) traffic onto our roads (tolled = money). However, because it's tolled the traffic modelling suggests more vehicles will use other non-tolled roads.
13. It follows from point 11 that there will be a huge impact on local roads that will gridlock Sydney's inner suburbs.

14. The destruction of parks, trees and green spaces along the planned new M5 route. This includes the critically endangered fragments of Cooks River Clay Plain Scrub Forest – a condition of the first M5, and the removal of the noise reducing earth mound at Kingsgrove.
15. The use of Kogarah Golf Course as a construction site removing vital Green and Gold Frog habitat. This species is endangered at this location less than 50 breeding adults and the WestConnex activity will further reduce their habitat in their spring and summer breeding season.
16. There will be a considerable increase in air pollution from this project for years to come (emissions unfiltered) known to cause cancers, respiratory, heart diseases and impaired lung development in children. The non-compliance in emission standards such as VW clearly demonstrated that when it comes to assumptions some should not be trusted including the Westconnex.
17. There are a number of planned sizable exhaust stacks - **unfiltered** - such as in Kingsgrove which is very close to schools and within 100 metres of homes, sports fields and businesses. It is irresponsible for the NSW government to think they don't need filtering when in fact they do and they have measured our health against the cost to have them filtered.
18. Noise and vibrations from construction and tunnelling activities will impinge greatly on the health of people and the natural environment. From experience the vibrations from tunnelling can be quite severe physically shaking structures at least one kilometre from the tunnelling. The EIS unreasonably states they will only consider ground vibration monitoring of structures within 50 metres of the outer edge of the tunnelling. They also need to widen their noise monitoring as trucks 24/7 will be on local streets.

I ask that you acknowledge you have read my submission and respond to each of the concerns I have raised. I also ask that the WestConnex project be stopped to give proper time to examine everyone's concerns.



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Content:
Please see my submission objecting to the M5 EIS attached.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

SUBMISSION TO M5 EIS

Name: Withheld on request

Full address: [REDACTED]

I **strongly object** to the proposed new M5.

I am a local resident who moved to the suburb because of the unique quality of life, proximity to the city, leafy streets, and gorgeous park that provide a warm and safe place for a family home.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse. This is clearly because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area and it appears that no thought has been given to additional public transport services – which is what people living close to the city actually need and want.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. Astonishingly, it predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes – at least one of which in each direction is often blocked by parked cars in non peak times.

Adding extra lanes to Euston will not help because the roads that Euston Road feeds are already gridlocked. It will only increase the damage done to the area and cause rat-running, impacting local residents and their families.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. Personally, I do not fully understand what this means but there is clearly a potential impact on me and my family and I am concerned that the government has not given this enough thought not put in place other measures to prevent damage to our health.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. For example, although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection".

The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into

Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

While taking steps to prevent all traffic going in all directions could be a positive step, it simply doesn't solve the problem that the traffic will have to go somewhere – and doubtless that will be onto the side streets where Alexandria residents try to live in peace, quiet and good health.

I am particularly concerned to the impact on the local environment in Alexandria as the changing nature of the suburb has seen a dramatic increase in the population density that is starting to impact on the quality of life of the residents.

Already, traffic on Mitchell Road and McEvoy Streets is regularly at a standstill due to recent commercial and residential developments - there is no doubt that the situation will continue to deteriorate once the Ashmore and Green Square developments come on line.

Indeed, due to this increase local residents have recently successfully lobbied for permit parking in the area - a direct result of population density increases.

The proposed development of the St Peter's interchange - in particular the widening of and funnelling of traffic onto Euston Road will have a massive and direct detrimental impact on the lives and health of residents in Belmont Street and surrounding streets.

Maddox Street is a narrow residential thoroughfare that is likely to be gridlocked as traffic tries to move between Euston and Mitchel Roads. Despite the infrastructure challenges of the city as a whole, my family cannot understand how stationary traffic idling in a purely residential area - impeding the movement of local residents many of whom cycle and/ or walk their children to school - can be seen as a suitable solution (especially when so much industrial/ waste land exists in the surrounding suburbs). It also defies understanding when our suburb is part of a dedicated cycleway aiming to support people to get out of their cars and use other forms of transport – what will happen to this when the volume of traffic, and thus the safety and enjoyment of cycling, becomes impossible?

The longer term, health, quality of life and property value implications of this short sighted decision are clearly obvious. As such I would encourage a further review of the EIS and replanning to prevent against the impacts detailed above.

More so because these changes will so negatively impact a suburb that simply provides a vibrant, growing, prosperous and welcoming community close to the city, with many new local businesses springing up in recent years.

As mentioned, I understand no additional public transport services are proposed to help ease the burden.

I have been advised that roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. I am told that even pedestrians can move more commuters per lane than can be moved by car!

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed.

As a NSW taxpayer, I want better value for money.

I have not made a political donation.

I do not want the M5 tunnels, smokestacks, pollution and traffic in my neighbourhood.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Heath Knott

[REDACTED]

[REDACTED]

Sydney, NSW
2015

Content:

This project will create huge noise, pollution and traffic issue to an already struggling area, with the massive increase to the traffic, increased lights and less footpaths clearly shows the lack of foresight and given that Bourke road (which was the initial recommendation) is more commercial and would dramatically reduce the effects of noise, pollution, difficulty in navigating to building entrances along with the additional danger to pedestrians, bicyclist and public with the increase of vehicles.

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

Name: Darren Simpkins

[REDACTED]

[REDACTED]

St Peters, NSW
2044

Content:

This environmental vandalism must not proceed. It is a complete waste of the historical homes and trees being destroyed for no benefit to the community. The only benefit is to the government officials who either received money or the toll companies who will continue to charge for this concrete car park. It is a complete waste of public funds when every civilised country is moving away from public roads to public transport. Put the \$17b towards fixing and supplying necessary public transport.

[REDACTED]

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[REDACTED]

Name: Jenny Beer

[REDACTED]

Address:

[REDACTED]

Botany, NSW
1455

Content:
Submission attached as PDF document.

[REDACTED]

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Submission regarding NSW New M5 Environmental Impact Statement

I object to this development proposal in its current form and request further consideration of the significant impacts it will have upon regional biodiversity, in particular the destruction of 1.87 ha of **Critically Endangered Cooks River Castlereagh Ironbark Forest (CRCIF)**.

This EIS fails to identify the very high conservation significance of this bushland stated in previous management reports (NGH environmental 2014, Cumberland Flora and Fauna 1997). This bushland is critical to the survival of Cooks River Castlereagh Ironbark Forest under size, condition and location diagnostics listed in Conservation Advice under Federal Environmental Legislation (TSSC 2015).

My key concerns with this EIS document are;

- This bushland is in a condition class which is classified as critical for the survival of this Endangered Ecological Community under Conservation Advice listed by the Federal Department of the Environment.
- Clearing 1.4 ha from a 1.87 ha bushland remnant leaves a small patch of CRCIF which will be significantly impacted and requires further consideration and/or purchase of additional BioBanking credits to offset significant impacts.
- RMS must have a clear contingency plan if 'like for like' BioBanking credits are unavailable to offset the clearing of this Critically Endangered Ecological Community. Construction of the bushland appears to be scheduled for mid 2016, this vegetation must not be cleared until appropriate credits are secured.
- The EIS fails to acknowledge this site is already 'offset' for the impacts of the original M5 Motorway. Clearing the offset area means the original impacts are no longer 'offset' – and a condition of approval of the original M5 is no longer met. Additional BioBanking credits must be secured to cover the loss of bushland cleared for the original M5 project.

Given the possibility complying offset credits may not be available, that effectively 1.87 ha of bushland will be impacted, and that the site in question is already an offset for previous clearing, alternative locations for this construction compound must be considered.

It is unacceptable to have this irreversible impact on a Critically Endangered Ecological Community for the short-term provision of a construction compound. These impacts require further consideration before this development receives project approval.

1. This remnant is considered critical for the survival of this Endangered Ecological Community.

The good condition, size and geographical location of this bushland remnant qualify it for protection as **critical for the survival** of this Critically Endangered Ecological Community.

The ecological value of the site was assessed in 1997, and the consultants report describes the bushland as having **high botanical integrity**, only weed-affected at edges, with a **relatively weed-free** core area.

“The conservation value of this site is very high and all care needs to be taken during motorway construction to avoid physical damage.” (Gibson and Miller, 1997).

This bushland remnant has been **managed for conservation** by RMS in accordance with the environmental approval conditions for the M5 East motorway (RTA 2006, approval condition 86). A more recent management plan reinforced the good condition and ecological viability of this bushland under RMS management (NGH Environmental 2014).

We refer to the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) (s266B) Approved Conservation Advice (including listing advice) for Cooks River/Castlereagh Ironbark Forest of the Sydney Basin Bioregion (TSSC 2015).

“National listing focuses legal protection on remaining patches of the ecological community that are most functional, relatively natural (as described by the ‘Description’) and in relatively good condition.” (TSSC 2015, Page 6).

*“Given reduced extent of the already limited distribution of the Cooks River/Castlereagh Ironbark Forest, areas that meet the minimum (moderate class) condition thresholds are **considered critical to the survival** of the ecological community.” (TSSC 2015, Page 10).*

The Approved Conservation Advice for this CEEC states bushland areas meeting the moderate class condition thresholds are considered **critical for the survival** of this community.

The Beverly Grove bushland remnant is clearly of moderate-high condition given the criteria and diagnostics provided in the Approved Conservation Advice for this CEEC (see Table 1 attached). Based upon the previous environmental assessment the remnant is largely weed-free, and it is greater than 0.5 ha in area, and it is East of Riverstone. If the understory is >70% native species then it is a remnant of **high condition** and therefore should be considered critical habitat for this community.

In addition to this, the combined remnant bushland area of 1.87 ha makes this one of the **larger** remaining stands of Cooks River/Castlereagh Ironbark Forest, almost all patches (83%) have an area of less than 10 ha (Tozer et al 2010). This is the only remaining patch in the Wolli Creek Valley (NGH Environmental 2014). It therefore has high conservation value because of its **geographical location** in the eastern part of the range for this CEEC.

2. The EIS document claims the indirect impacts upon a remaining patch of CRCIF will not be ‘significant’ despite the inevitable loss of gene flow once the nearby larger patch is removed combined with changes to the groundwater table.

The EIS Biodiversity Assessment Report states on page 77 that the isolation of this remnant

will reduce its ecological integrity and on page 82 that changes to the groundwater table would stress remaining vegetation, yet erroneously these indirect impacts of clearing are considered to result in 'insignificant' indirect impacts on remaining CRCIF in the study area (EcoLogical 2015 (a)). Clearly there will be significant environmental impacts upon the entire 1.87 ha of CRCIF affected by the proposed surface works.

"The project has the potential to result in fragmentation and isolation of remnant native vegetation. Clearing of the Cooks River / Castlereagh Ironbark Forest at the western surface works area would increase fragmentation and isolation of the remaining patch. The impacts of fragmentation increase in edge effects, alteration of light penetration into the patch, increase edge to area ratio and weed invasion. The overall impact of these actions would be to reduce the ecological integrity of the remaining patch." (EcoLogical 2015 (a) p. 77)

"If vegetation is not cleared, lowering of groundwater table may stress community." (EcoLogical 2015 (a) p. 82)

The isolation caused by clearing the only nearby remnant of this Plant Community Type in addition to groundwater table changes could mean the effective loss of 1.87 ha of this Endangered Ecological Community.

This process of dividing and removing fragments piece by piece leads to their eventual extinction across the landscape. This vegetation type has already been 95% cleared in the Sydney Metropolitan CMA (EcoLogical 2015 (a)).

Land clearing is as a key threatening process for this critically endangered ecological community (TSSC 2015). The Westconnex New M5 proposal must be modified to ensure the project does not contribute to this key threatening process through the permanent loss of a high conservation value remnant of this CEEC.

3. Omission of a contingency plan if 'like for like' BioBanking credits are not available for purchase to offset the clearing of this Critically Endangered Ecological Community.

The New M5 EIS Biodiversity Offset Strategy acknowledges NSW Roads and Maritime Services has been looking for BioBanking credits to purchase to offset the loss of this remnant for over 12 months (EcoLogical 2015 (b) p. 14).

Until BioBanking credits are secured, the impacts of clearing this vegetation have not been 'offset'. Critically, a 'like for like' plant community exchange may not be possible. This is a test of the BioBanking legislation in practice- BioBanking should protect areas of highest conservation significance where no similar bushland remains.

Potential offset areas may be located far from the site of the existing remnant, this project will effectively reduce the geographical extent of this Critically Endangered Ecological

Community. The remnant lost will be a relatively large remnant located at the Eastern limit of the distribution of CRCIF.

In the absence of a nearby 'like for like' site secured in perpetuity, this vegetation must not be cleared, and it cannot be considered that the environmental impacts of clearing this vegetation have been adequately addressed.

The NSW Biodiversity Offsets policy (OEH, 2014) imposes stringent restrictions on the use of offsets for Critically Endangered Ecological Communities. There must be a 'like for like' offset and there should be **further consideration** by decision-makers even if an offset is found. It is highly unlikely a 'like for like' offset for this bushland remnant can be located near the existing remnant, because it is the only remnant of this size in high condition in the locality. We recommend that the project does not proceed with this particular impact in place (p. 18, OEH 2014).

4. This EIS omits acknowledgement that the site to be cleared is already an 'offset' for the impacts of the original M5 Motorway.

The New M5 EIS does not acknowledge the 1.4 ha of Critically Endangered CCRIF to be cleared is an offset from the first M5, to be managed for conservation in accordance with approvals outlined in 2006. If this area is cleared then the impacts from the original development have no longer been 'offset'.

NSW RMS must secure additional BioBanking Credits to offset the impacts for which this remnant was originally set aside for conservation management as a condition of approval for constructing the M5 East Motorway.

NSW Roads and Maritime Services has **managed this site for conservation** in accordance with the environmental approval conditions for the M5 East motorway (RTA 2006, approval condition 86). The WestConnex Delivery Authority described Beverly Grove as "...a biodiversity offset area which was set aside during the initial construction of the M5 East Motorway" (AECOM 2014 p. 41). This bushland was set aside during the initial construction because of its **high conservation value**.

If we cannot guarantee the protection of biodiversity offsets of high conservation value from previous developments then the credibility of the offset approach to impact mitigation is seriously compromised. Without protection in perpetuity offsets will gradually be eroded and the extinction of ecological communities in urban areas is inevitable. We cannot continue to justify the clearing of remnant communities of high conservation by declaring areas of lower value further away to be managed as 'biodiversity offsets' unless these offsets have meaningful legislative protection.

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DoE (2013) Matters of National Environmental Significance. Significant impact guidelines 1.1 Environment Protection and Biodiversity Conservation Act 1999.

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EcoLogical Australia (2015) (b) WestConnex, The New M5 Environmental Impact Assessment Volume 2H Appendix T Biodiversity Offset Strategy. Roads and Maritime Services of NSW.

Gibson, C. P. and Miller, R. T. (1997). Beverly Grove Bushland Flora Survey. A report provided for Roads and Maritime Services of NSW by Cumberland Flora and Fauna Interpretative Services.

NGH environmental 2014 Beverly Grove Vegetation Plan of Management. Roads and Maritime Services of NSW.

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Tozer MG, Turner K, Keith DA, Tindall D, Pennay C, Simpson C, MacKenzie B, Beukers P & Cox S (2010). Native vegetation of southeast NSW: a revised classification and map for the coast and eastern tablelands. *Cunninghamia* 11(3), 359–406.

TSSC (Threatened Species Scientific Committee) (2015). Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) (s266B) Approved Conservation Advice (including listing advice) for Cooks River/Castlereagh Ironbark Forest of the Sydney Basin Bioregion.

Table 1. Thresholds for condition categories for Cooks River/ Castlereagh Ironbark Forest. (TSSC 2015)

<p>A. Moderate condition class</p> <p>Represented by medium to large-size patch as part of a larger native vegetation remnant and/or with mature trees</p>	<p>Patch size >0.5 ha (Patch size >0.1 ha in areas east of Riverstone (150° 51' 38"E))</p> <p>And</p> <p>>30% of the perennial understorey vegetation cover is made up of native species.</p>
<p>A. Moderate condition class</p> <p>Represented by medium to large-size patch as part of a larger native vegetation remnant and/or with mature trees</p>	<p>And</p> <p>The patch is contiguous with a native vegetation remnant (any native vegetation where cover in each layer present is dominated by native species) >1ha in area.</p> <p>Or</p> <p>The patch has at least one tree with hollows or at least one large locally indigenous tree (>80 cm dbh).</p>
<p>B. Moderate condition class</p> <p>Represented by medium to large size patch with high quality native understorey</p>	<p>Patch size >0.5 ha (Patch size >0.1 ha in areas east of Riverstone (150° 51' 38"E))</p> <p>And</p> <p>>50% of the perennial understorey vegetation cover is made up of native species.</p>
<p>C. High condition class</p> <p>Represented by medium to large size patch with very high quality native understorey</p>	<p>Patch size >0.5 ha</p> <p>And</p> <p>>70% of the perennial understorey vegetation cover is made up of native species.</p>
<p>D. High condition class</p> <p>Represented by large size patch with high quality native understorey</p>	<p>Patch size >2 ha</p> <p>And</p> <p>>50% of the perennial understorey vegetation cover is made up of native species.</p>

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

Name: John Butcher
Organisation: Cooks River Valley Association (President)

[REDACTED]

Address:

[REDACTED]

Cooks River Valley, NSW
2193

Content:

The Cooks River Valley Association (CRVA) has as its objectives - restoring Cooks River to health
- connecting and enhancing the community of the Cooks River Valley

The CRVA opposes the Westconnex project including the M5 extension as we feel that the community and the environment is best served by increasing public transport options and not by more motorways.

The CRVA objects to the destruction of endangered flora and fauna involved in the M5 extension which will involve the removal of most of the critically endangered Cooks River Iron Bark forest at Kingsgrove and the removal of seven hectares of habitat of the endangered Green and Golden Bell frogs.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Scott Lyall

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
SUBMISSION TO M5 EIS

Scott Lyall
111 Garden St Alexandria

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done - in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

Concerned resident

Scott Lyall

Alexandria

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Carolyn Heath

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:

I strongly object to the proposed extension of the New M5 as it is currently proposed.

The roads around Alexandria and St Peters will be gridlocked with traffic. I now hear that they predict 70,000 cars when the current roads carry 7,000. Where will this traffic go? Extending the Euston Road / McEvoy St is not the answer.

The proposed changes to traffic including changes to deny current right hand turns will mean:

- Residents will not be able to get out of the suburb and may be forced to use the west connex
- Cars will be gridlocked and will start meandering through the streets trying to find a quick way out.
- Traffic will be at a standstill
- The noise and pollution will be excessive to local residents.

[REDACTED]

24th January 2015

RE: OBJECTION TO WEST CONNEX M5 EAST extension

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The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

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- * Ashmore: 6,000 residents
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With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

I have not provided any political donations.

Yours Sincerely

Carolyn Heath

[REDACTED]

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Content:

Sydney needs to invest in comprehensive public transport and better infrastructure for bicycles and pedestrians. Adding roads can often *increase* traffic and congestion (cite: see Braess' paradox). The updated business case says that the WestConnex project will cost 16.8 billion! Public transport would be a substantially better way to spend this money, and would have a much more positive impact on quality of life in the city and the suburbs.

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[REDACTED]

[REDACTED]

[REDACTED]

Content:
Please see attached submission

[REDACTED]

SUBMISSION TO M5 EIS

Name: [REDACTED]

Full address: [REDACTED]

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I am particularly concerned to the impact on the local environment in Alexandria, the changing nature of the suburb has seen a dramatic increase in the population density that is starting to impact on the quality of life of the residents.

Already, traffic on Mitchell Road and McEvoy Streets is regularly at a standstill due to recent commercial

and residential developments - there is no doubt that the situation will continue to deteriorate once the Ashmore and Green Square developments come on line. Indeed, due to this increase local residents have recently successfully lobbied for permit parking in the area - a direct result of population density increases. This against a backdrop of no proposed improvements or expansion of services through local train stations.

The proposed development of the St Peter's interchange - in particular the widening of and funnelling of traffic onto Euston Road will have a massive and direct detrimental impact on the lives of residents in Belmont Street and surrounding streets.

Maddox Street is a narrow residential thoroughfare that is likely to be gridlocked as traffic tries to move between Euston and Mitchel Roads. Despite the infrastructure challenges of the city as a whole I cannot understand how stationary traffic idling in a purely residential area - impeding the movement of local residents many of whom cycle and/ or walk their children to school - can be seen as a suitable solution (especially when so much industrial/ waste land exists in the surrounding suburbs).

The longer term, health, quality of life and property value implications of this short sighted decision are clearly obvious. As such I would encourage a further review of the EIS and replanning to prevent against the impacts detailed above.

More so because these changes will so negatively impact a suburb that simply provides a vibrant, growing, prosperous and welcoming community close to the city.

I have not made a reportable political donation.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Judy Meek

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

Please find my submission in relation to the new M5 attached.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

SUBMISSION TO M5 EIS

Name: Paul and Judy Meek

Full address: 187 Lawrence Street, Alexandria

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

I have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: jean-pierre alexandre

[REDACTED]

[REDACTED]

ultimo, NSW
2007

Content:
Refer to attachment below

[REDACTED]

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

To the Director, Major Planning Assessments, Department of Planning

I write to express my strong objection to the WestConnex New M5 motorway proposal.

1) Radial urban motorways are a solution of the 1960s and are totally unfit for a city like Sydney in the 21st century.

It has repeatedly and consistently been demonstrated that radial urban motorways do not solve city transportation and traffic problems but, on the opposite, aggravate them by attracting more cars to the inner city where they generate unsolvable problems of traffic jams, car parking and pollution.

As a matter of fact all major/global cities of the developed world have now actively implemented for decades programs aimed at developing their public transport systems while discouraging the use of motor vehicles.

2) In addition to the above the proposed WestConnex New M5 is a particularly badly designed project:

- It is "a road to nowhere" that will attract thousands of cars to the Inner Sydney and dump them on a street system (fortunately) unable to cater for them

- Its impact on the community is not acceptable. Its construction will destroy numerous long-established suburbs, splitting them into unconnected sections with eyesore structures such as embankments, concrete viaducts and noise barrier walls. Precious public parks will give way to spaghetti junctions, unfiltered stacks will belch their toxic fumes and thousands of Inner Sydney residents will lose their home, resumed at under-market value.

On that subject it is interesting to note that the most inconvenienced people will be those who had made the environment-sustainable choice of living close to the city, reducing hence the distances they travel and travelling them mostly on foot, riding their bike or using public transport. A large proportion of Sydney inner suburbs inhabitants do not even own a car and will have their life shattered for a system they will never use.

- As a resident of Ultimo I, in particular, strongly object to the Rozelle interchange which will sit in the middle of the proposed Bay Precinct Development making a mockery of its very purpose.

3) The project financial justifications and its budget are dangerously out of hand:

- The project anticipated returns have been grossly inflated using an ever-increasing car traffic model. This ignores the fact that everywhere in the world – including Sydney and all other major Australian cities – urban car traffic peaked in 2003-2004 and decreased by 5 to 10% since.

The Ponzi pyramid – chicken and egg – principle of “if you build more roads, you attract more cars, then you need to build even more roads, etc...” has even been used to make the numbers add up.

- The project budget nearly doubled (from an initial \$10b to \$18b to-date) before any site work even started.
- The project will absorb billions of dollars of public money which are badly needed to bring Sydney public transport system, notoriously under-developed and outdated, in line with the rest of the developed world.

4) The project management does not follow expected public administration good-practice principles. The process, enshrouded in secrecy, is entirely undemocratic. This should not be allowed as regards for the largest civil work project ever proposed in Australia so far.

- I understand that hundreds of millions of dollars of taxpayer money have already been committed with construction contracts awarded before planning and environmental approvals were obtained. This will cost the taxpayer dearly when, as it is extremely likely, the project is abandoned. Lessons from the recent Melbourne experience should have been learned.
- Local communities have not been consulted and partial information is released on a piecemeal fashion.

For all the reasons above, I am of the opinion that the Commonwealth Auditor General should conduct a full audit of the project and that, pending his findings and a public debate, all existing contracts, design and site works, and more generally all public spending on the project be suspended.

I agree that I have not donated more than \$1000 to any political party, elected member, group or candidate within this financial year.

I agree to the NSW Planning Department publishing my submission on their website, including any personal details it contains.

Jean-Pierre ALEXANDRE
January 24, 2016