

[REDACTED]

From: Kate Briscoe [REDACTED]
Sent: Friday, 15 January 2016 8:33 AM
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.

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I would like the following issues in the EIS addressed:

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- 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,

Kate Briscoe

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Christine Ng [REDACTED]
Sent: Friday, 15 January 2016 12:06 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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Planning Services

NSW Department of Planning and Environment

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- The lack of adequate traffic modelling

Yours sincerely,

Christine Ng

Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Alex Popper [REDACTED]
Sent: Thursday, 14 January 2016 10:46 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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Planning Services

NSW Department of Planning and Environment

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- The lack of adequate traffic modelling

Yours sincerely,

Alex Popper

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Daniel O'Toole [REDACTED]
Sent: Thursday, 14 January 2016 10:05 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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- The lack of adequate traffic modelling

Yours sincerely,

Daniel O'Toole O'Toole

[Redacted signature block]

[Redacted text block]

[Redacted text block]

From: Jason Drivas [REDACTED]
Sent: Thursday, 14 January 2016 9:28 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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- The lack of adequate traffic modelling

Yours sincerely,

Jason Drivas

Sydney NSW 2017, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Daniel Daley [REDACTED]
Sent: Thursday, 14 January 2016 8:52 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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- The lack of adequate traffic modelling

Yours sincerely,

Daniel Daley

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Geoff Mortimer [REDACTED]
Sent: Friday, 15 January 2016 6:47 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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Yours sincerely,

Geoff Mortimer

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Gareth Psaltis [REDACTED]
Sent: Thursday, 14 January 2016 11:38 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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Gareth Psaltis

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Matt Jacques [REDACTED]
Sent: Thursday, 14 January 2016 10:39 PM
To: DPE CSE Information Planning Mailbox
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- The lack of adequate traffic modelling

Yours sincerely,

Matt Jacques

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Michelle Nash [REDACTED]
Sent: Thursday, 14 January 2016 9:50 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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Yours sincerely,

Michelle Nash

Sydney NSW 2015, Australia

[Redacted signature block]

[Redacted block]

[Redacted block]

From: Robin Nahum [REDACTED]
Sent: Thursday, 14 January 2016 9:25 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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Planning Services

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Yours sincerely,

Robin Nahum

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Donall O'Cleirigh [REDACTED]
Sent: Thursday, 14 January 2016 8:50 PM
To: DPE CSE Information Planning Mailbox
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WE ARE ALL GOING TO GET CANCER

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MY CHILD IS TO GET CANCER

The WestConnex will result in the clearing of countless homes, 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 and we will all get cancer.

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Yours sincerely,

Donall O'Cleirigh

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Jordan Evans [REDACTED]
Sent: Friday, 15 January 2016 2:02 AM
To: DPE CSE Information Planning Mailbox
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- 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,

Jordan Evans

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday, 14 January 2016 11:28 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.

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- The lack of adequate traffic modelling

[REDACTED]

[REDACTED]

[REDACTED]

From: Anna Palacio [REDACTED]
Sent: Thursday, 14 January 2016 10:38 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

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Yours sincerely,

Anna Palacio

Sydney NSW 2017, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Gemma Foskett [REDACTED]
Sent: Thursday, 14 January 2016 9:44 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

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- The lack of adequate traffic modelling

On a personal note: I live on a street that comes off Campbell street and will directly feel the effects of the constuction, and permanent changes. I am a cycle commuter and the added traffic will make my trip to work less safe. I feel passionately that the state government needs to switch focus to public transport projects and promoting cycling and car pooling to get more vehicles off the road. It is sad to see so much money wasted on such useless projects. The only honest benefit I can see to the project are the jobs that it will offer during constuction. But those are far from permanent and there are other pathways to job creation.

If this project goes ahead, which j believe it will, I will be sorely disappointed.

Yours sincerely,

Gemma Foscett

Sydney NSW 2044, Australia

A large black rectangular redaction box covering the signature area.

[REDACTED]

[REDACTED]

[REDACTED]

From: Juannola Troy [REDACTED]
Sent: Thursday, 14 January 2016 9:23 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

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- The lack of adequate traffic modelling

Yours sincerely,

Juannola Troy

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Samantha Walsh [REDACTED]
Sent: Thursday, 14 January 2016 8:49 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

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Yours sincerely,

Samantha Walsh

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Jack Isackson [REDACTED]
Sent: Friday, 15 January 2016 12:53 AM
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

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- The lack of adequate traffic modelling

Yours sincerely,

Jack Isackson

Enmore NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Tom Watson [REDACTED]
Sent: Thursday, 14 January 2016 11:15 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

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Yours sincerely,

Tom Watson

Sydney NSW 2050, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday, 14 January 2016 10:12 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

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[REDACTED]

[REDACTED]

[REDACTED]

From: Carol Wallace [REDACTED]
Sent: Thursday, 14 January 2016 9:34 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

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Yours sincerely,

Carol Wallace

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Mark Nash [REDACTED]
Sent: Thursday, 14 January 2016 9:13 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

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Yours sincerely,

Mark Nash

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Simone Lizarraga [REDACTED]
Sent: Thursday, 14 January 2016 8:47 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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Planning Services

NSW Department of Planning and Environment

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Yours sincerely,

Simone Lizarraga

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Emily English [REDACTED]
Sent: Thursday, 14 January 2016 10:56 PM
To: DPE CSE Information Planning Mailbox
Subject: 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 object to the 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.

TRAFFIC IMPACTS

I 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.

With taking traffic off our local roads, this is therefore a failed objective.

I 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.

I object to the deceptive and misleading information distributed to the public.

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

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

I object to the failure of the 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.

POOR ANALYSIS OF ALTERNATIVES

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

TRUCK MOVEMENTS DURING CONSTRUCTION

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste (asbestos) through Kingsgrove and Moorefields Road to the Western suburbs where it will be dumped without any clear plans or information for communities affected.

DESTRUCTION OF BIODIVERSITY

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

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

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

TUNNELLING IMPACTS

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

AIR QUALITY

I object to a transport 'solution' that results in a further nine unfiltered exhaust stacks throughout highly populated suburbs.

It is unacceptable that a 35 metre exhaust stack is located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground.

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

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

URBAN LANDSCAPE DESIGN

I 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 residents' is not a priority. I find this attitude particularly objectionable.

GREENHOUSE GAS EMISSIONS

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

In addition, 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.

PROCESS

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

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

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

SOCIAL IMPACT STUDY

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.

NOISE

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

Sydney NSW 2209, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Peer Grant [REDACTED]
Sent: Thursday, 14 January 2016 9:39 PM
To: DPE CSE Information Planning Mailbox
Subject: West Connect

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

I Fully support the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

The WestConnex will help to solve Sydney's traffic issues;

Please proceed with all possibly speed

Do not listen to the negative attitude of Labor & Greens

This project should have been completed years ago

Land & properties were acquired years ago for this project & owner/tenants were well aware

Negative people get negative results & bitterly complain why everything can't work

Go for it & get this job completed for the benefit of everybody in NSW

Yours sincerely,

Peer Grant

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Amelia Pyke [REDACTED]
Sent: Thursday, 14 January 2016 8:01 PM
To: DPE CSE Information Planning Mailbox
Subject: 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 object to the 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.

TRAFFIC IMPACTS

I 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 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 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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Yours sincerely,

Amelia Pyke

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I lodge a strong objection to the M5 EIS for its lack of information on the true impact of construction/tunnelling noise and construction/tunnelling vibrations.

I lodge a strong objection to the entire WestConnex.

Introduction

For a project of this size, the biggest of its kind in the world, it lacks transparency and independent review. There are far too many contentious and damaging outcomes which do not value add to the project going ahead or to the city and its people when it's finished. In fact its citizens and the environment will be worse off. As such it should not proceed. However the NSW Government has rushed ahead without forethought or care to the consequences of a project that will destroy so much of what we value. It is a huge waste of public money.

There are numerous New M5 EIS documents, far too many to assess before the submission deadline in this rushed NSW pointless scheme.

This specific Submission is on M5 WestConnex EIS - Vibrations and Noise information

Vibrations likely to cause damage to structures

I will get to the point here. I have tried to find information on the impact of construction/tunnelling noise on all structures along the proposed route of the New M5.

In the New M5 Technical working paper - noise and vibration - appendix J - (At 192/820 of pdf) - dilapidation surveys - advised that:

prior to the commencement of tunnelling or other vibration intensive work at each site, existing condition surveys would be undertaken on all properties and structures within the preferred project corridor (the zone on the surface equal to 50 metres from the outer edge of the tunnels) and within 50 metres from surface works.

I found vibration maps for various areas, specifically three zones, St Peters, Kingsgrove and Arncliffe (Kogarah Golf course) showing blue outlines which I assume are 50 metres from the edge of the proposed tunnel as well as blue circular style outlines in other areas where I'm also guessing may be affected by vibrations and form a physical condition assessment of structures prior to drilling.

The EIS advises there will be ground borne noise and vibrations felt in structures dependent on things like the construction of the building, rock type etc. This is briefly explained at the New M5 Technical working paper - noise and vibration - appendix J - page 138 - 5.3 Ground-borne LAeq noise levels

There was no explanation as to why all areas were not affected by vibrations even though the tunnel was to be drilled/exploded was directly underneath structures. For example, there are no maps whatsoever for Tempe and yet the tunnel is to go from South to Smith St then Ikea etc, under the suburb.

I found no charts of the rock type specific to the intended tunnel under Tempe. So for arguments sake it could be sandstone which is prevalent in the Tempe area. I expect there would be significant vibrations from tunnelling through sandstone as there was when the train tunnel from Wolli Creek to the airports and beyond was constructed (1995 to 2000). It could be felt in Tempe more than 400 metres away.

It also adds to my doubts about the adequacy of the 50 metre ruling (for condition surveys prior to drilling). I imagine there will be structures outside this zone which suffer damage but will not have the benefit of condition surveys.

From my experience vibrations travelling through sandstone can be quite significant.

It appears the WestConnex are stating that Tempe will not be affected at all without actually saying it when in fact they could be wrong.

Conclusion

There is a distinct lack of detail and transparency in the EIS for this project as it is being rushed through. This submission on the lack of detail for ground vibrations in Tempe needs to be addressed for the sake of the citizens along the entire route.

The structures along the entire length of the tunnel outwards of more than 500 metres are likely to feel some degree of vibration for some days and likely to receive some type of damage. There should be recognition of potential damage to these structures outside the 50 metres and along the entire route of the New M5.

I expect a response from the Department of Planning addressing this matter in detail.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

From: Sally Williamson [REDACTED]
Sent: Friday, 15 January 2016 9:05 AM
To: DPE CSE Information Planning Mailbox
Subject: 'WestConnex New M5' (SSI 6788) EIS Submission

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

After reading various segments of the EIS (there wasn't enough time to read and digest the whole thing due to it's volume and the quantity of irrelevant information contained within it), there appears to be many conclusions that just don't make sense.

For the air quality section alone, I have the following questions, which lead to me to believe the analysis of air quality impacts was not done rigourously or with any basis on reality:

1. What is the justification behind assuming that the areas that the NorthConnex is traversing has similar properties (and thus the same "advice" can be applied) as the areas through which the WestConnex is planned to traverse?
2. Does the air quality modelling take into account the accumulation of pollutants over time if they can't be removed from the area, assuming that wind flow isn't a constant?
3. Have you considered the degradation of air quality in areas that will see increased traffic due to people not wanting to use the toll road (which will be a very large volume if the reports in the media are anything to go by)?
4. Where are the results for the baseline monitoring that has been performed? I assume NATA accredited laboratory and sampling protocols were used?
5. Have particles generated from the combustion of aviation fuel been considered in the modelling?
6. Does the worst case scenarios take into account when there is no wind? Where do the particles go when the wind speed is very low or zero? A "medium level air flow" of 400 cubic metres per second (m³/s) means that there will be a lot of particles that will not travel very far from the stacks even with a maximum concentration of 1.1 mg/m³.
7. There was 2 months of monitoring performed by the Sydney Motorway Corporation (July and August). Did it take into account that on 30% of the days in those months there was rain, which would have affected the results (i.e. the longevity of particles/non-gaseous pollutants being suspended in air). I can't see any mention of on what days the sampling was performed, or how such a small sample size for baseline testing was taken into account.

I didn't get time to read the section on drainage and flooding. As the areas in question are very low lying suburbs, could you confirm that all the recent flood management plans are unaltered by the impacts that are likely to be caused?

In short, I am worried for the quality of analysis behind the EIS and request that further environmental assessment is performed prior to approving it's outcomes.

Regards

Sally Williamson

Yours sincerely,

Sally Williamson

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Hannah Buckley [REDACTED]
Sent: Friday, 15 January 2016 10:31 AM
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,

Hannah Buckley

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Amos Robinson [REDACTED]
Sent: Friday, 15 January 2016 9:34 AM
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

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- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Amos Robinson

Sydney NSW 2040, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Julie Bidwell [REDACTED]
Sent: Friday, 15 January 2016 10:23 AM
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

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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.

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- The lack of adequate traffic modelling

Yours sincerely,

Julie Bidwell

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Linda Taylor [REDACTED]
Sent: Friday, 15 January 2016 9:24 AM
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 Environmental Impact Statement on the WestConnex shows that traffic on our local streets in the inner west will double, while there will be little improvement in travel times. While the WestConnex may make some improvement for travel from the west of Sydney into the inner west, the result will be increased pressure on local (already busy) roads (particularly Euston Rd and King St) which will have a devastating impact on local businesses and the quality of living in the inner west.

Given the cost of this project and the impact of car exhaust fumes on pollution and global warming, the money would be far better invested in an integrated public transport network rather than a series of uncoordinated local projects.

I would like the following issues in the EIS addressed:

- The negative impact this project has on public transport.
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- The lack of adequate traffic modelling

Yours sincerely,

Linda Taylor

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: John Ferguson [REDACTED]
Sent: Friday, 15 January 2016 10:04 AM
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

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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.

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- The lack of adequate traffic modelling

Yours sincerely,

John Ferguson

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

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NSW Department of Planning and Environment

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Dear Director,

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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,

Stephen Owen

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Thomas Thorby-Lister [REDACTED]
Sent: Friday, 15 January 2016 9:55 AM
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,

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- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Thomas Thorby-Lister

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Kazumi Nishigaki [REDACTED]
Sent: Friday, 15 January 2016 1:24 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

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- The lack of adequate traffic modelling

Yours sincerely,

Kazumi Nishigaki

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Esther Clerehan [REDACTED]
Sent: Friday, 15 January 2016 12:17 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

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- The lack of adequate traffic modelling

Yours sincerely,

Esther Clerehan

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Lauren McAuliffe [REDACTED]
Sent: Friday, 15 January 2016 11:46 AM
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

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- The lack of adequate traffic modelling

Yours sincerely,

Lauren McAuliffe

Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Diana Stevens

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
Please read my attached objection

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

15 January 2015

To the NSW Department of Planning and Environment

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. 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, regardless of how many lanes are added. Adding extra lanes to Euston Road will not help because the roads that Euston Road feeds into 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 the 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 currently 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 WestConnex 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.

Diana Stevens

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

UNFILTERED EMISSIONS STACKS

The several emissions stacks in the inner west and south are not going to be . With anticipated extra vehicle usage it will see immeasurable damage to human health as concentrated cancer producing particles flow into the environment proximate the emissions stacks (an environment which includes schools).

It will be highly remiss of the NSW Liberal Government to allow unfiltered emissions into the atmosphere.

It is just another reason that this callous project should be rejected.

This matter (unfiltered emissions) should be addressed ASAP.

Lab rats get treated better.

[REDACTED]

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[REDACTED]

Content:
COMPULSORY AQUISITON COMPENSATION - HAS TO BE FAIR

The NSW Liberal Government through WestConnex are compulsory acquiring homes/properties to build a new road.
The compensation is insufficient.

Briefly, the compensation to owners should be enough so that the owner is able to buy a comparable home in the area with relative ease and no fuss and not being forced to move away entirely.

Being forced out of the family home through no fault of their own is the cause of a great deal of stress, particularly as the government will not listen to reason. These people have suffered prolonged significant health reducing stress being more or less forced to take below market prices for their homes. They then have to find somewhere else to move to uplift their lives and contents, take time off work, find new schools, and in some cases find new social lives (when they move suburbs).

The compensation should be at least 50% more than the comparable highest price in the suburb. Whilst this does not go to fully compensating someone for such a significant loss it may help them quickly sort out their future. It means they can afford to remain in the area, pay for days/weeks off work/ removalists/ taxes etc.

The NSW Liberal Government should redress this ASAP to all owners (incl. retrospectively).

The entire WestConnex cannot be justified and this is just another reason among hundreds of reasons the WestConnex should never go ahead.

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[REDACTED]

[REDACTED]

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[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Jennifer Brewer

[REDACTED]

[REDACTED]

Newtown, NSW
2042

Content:

I object to the WestConnex project for the following reasons:

- * Sydney needs to prioritise public transport - not build more toll roads and expressways which will, disastrously, bring thousands more cars into Sydney's already heavily congested centre.
- * It will not improve access to city centre jobs - as 90% of western Sydney workers commute to the city on overcrowded public transport.
- * It will isolate Sydney Park with fast moving traffic. Tunnel portals, ramps and ventilation stacks will blight the park's surroundings. We need to work towards reducing traffic on Sydney's roads (with effective and efficient public transport) not encourage more people to jump in their cars and further congest our city.

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

Name: judith Gatland

[REDACTED]

[REDACTED]

Newcastle, NSW
2300

Content:

I was born, educated and employed in Sydney for the first 30+ years of my life so know the area to be devastated!
I support the view of the Mayor of Sydney - this is a gross mostly unnecessary intrusion, into the amenity of too many citizens,
badly-planned AND a disgraceful waste of money!

[REDACTED]

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[REDACTED]

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Content:
STOP THE WESTCONNEX - Submissions not finalised yet.

All projects (each section) relating to the westconnex should never have moved forward without public consultation. Unfortunately roads are being widened etc even without the final date of EIS submissions due. Everything should have been done first, consultation, problems sorted, public engaged no bullied, transparency with the traffic modelling etc. But it is being done back to front and communities and our environment are suffering as a result. Just another reason not to support a project that will only bring destruction on the city and people. The worst thing is that our money (the people's money) is being wasted. More than 18 billion dollars will be spent before its even half finished. How stupid is that.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

Content:

No community consultation - I always thought this process was meant to liaise with the community, to see how affected they may be regarding a project.

In the case of the WestConnex there has been no consultation with the communities involved.

The WestConnex and NSW Government has failed miserably in this essential field of communication instead it has adopted bullying tactics to get which are usually criminal things through.

I don't believe the WestConnex will fix road congestion for one second as there are other ways of doing better business with the public's needs.

Another reason not to support the NSW effort to waste public monies.

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[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

Please see attached - General Points as to why the WestConnex is not good for Sydney or the public

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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.



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
This submission is relative to the destruction / loss of public lands at Sydney Park.
The Westconnex will destroy 14000 square metres of public space (public owned) and at least 350 mature trees just to widen roads.
The largest plot to be acquired is just north of the industrial Campbell Road in St Peters, and adjacent to one of the park's wetland lakes. According to the environmental impact statement for the M5 East section of the WestConnex motorway, this area is intended to be used as a construction site and will be returned as parkland.
It is another shameful example of the wonton destruction of our city environment for a road which according to the government will look better than a park.
Along with the accompanying health issues for locals, it is a shocking outcome for our future. It is just another reason among hundreds (\$Billions) to stop this dishonest project.

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Remi Duracher

[REDACTED]

[REDACTED]

CAMPERDOWN, NSW
2050

Content:
I am absolutely opposed to the government compulsorily acquiring precious public land for a 1950s motorway that will increase, not reduce, congestion.

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Content:

The Westconnex plan involves the use of precious public land for a motorway that will increase, not reduce, congestion. The government's own Environmental Impact Statement for the spaghetti style interchange next to Sydney Park doesn't include an adequate traffic assessment of surrounding local roads or a detailed assessment of Green Square - one of the country's biggest redevelopment sites in the country.

Independent research shows thousands of additional vehicles will pour out of the Interchange into surrounding suburbs like Green Square, Alexandria, Erskineville, Ashmore and Redfern, which are already heavily congested. Euston Road and Campbell Road will become six lane highways, with traffic on Euston Road increasing from 5,000 to over 50,000 vehicles a day.

This massive project isn't needed and the costs can't be justified!

Instead this money should be spent on sustainable PEOPLE-CENTRIC and not CAR-CENTRIC infrastructure. This means providing fast, clean, and safe alternatives to car transport. With increasing population density, the destruction of people's living environments for the purpose of more roads is a dead-end strategy!

I demand that this government looks at some best in class sustainable solutions that have been implemented in other parts of the world to solve accessibility problems. Sydney deserves better than a backward and outdated motorway project that will just be the start of a multitude of problems further down the line.

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[REDACTED]

Content:

This attached submission is on the destruction of the Cooks River Clay Plain Forest - aka Cooks River Castlereagh Forrest of the Sydney Basin.

The M5 widening from King Georges Road towards the airport will destroy 1.4 hectares (78%) hectares of the best part of the 1.8 hectares of the critically endangered Cooks River Clay Plain Forest at Kingsgrove, also known as the Cooks River Castlereagh Forest of the Sydney Basin (CRCIF).

The time available for the public to comment on the thousands of pages of WestConnex EIS, until 29 January 2016, over the Christmas holiday period is a dubiously short target set by the government for such a questionable project.

Sydney was once well known as the big bush town. As remnant forests disappear and developments 'bomb' our landscape Sydney which was once well known as the bush capital of NSW will be but just a barren landscape of concrete and pollution. Thank you NSW government for not allowing the public to have their say.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

This submission M5 WestConnex EIS – Biodiversity – Cooks River Clay Plain Forest – Kingsgrove (Cooks River Castlereagh Ironbark Forest of the Sydney Basin Bioregion (CRCIF))

I lodge a strong objection to the EIS destruction of the CRCIF and to the entire WestConnex.

Introduction

The M5 widening from King Georges Road towards the airport will destroy 1.4 hectares (78%) hectares of the best part of the 1.8 hectares of the critically endangered Cooks River Clay Plain Forest at Kingsgrove, also known as the Cooks River Castlereagh Forest of the Sydney Basin (CRCIF).

The time available for the public to comment on the thousands of pages of WestConnex EIS, until 29 January 2016, over the Christmas holiday period is a dubiously short target set by the government for such a questionable project.

For a project of this size, the biggest in the world, it lacks transparency and independent review. There are far too many contentious and damaging outcomes which do not value add to the project going ahead or to the city when it's finished. As such it should not proceed. However the NSW Government has rushed ahead without forethought or care to the consequences of a project that will destroy so much of what we value and will be a substantial waste of public money.

Items of Significance – M5 impacts to critical environments in Sydney

The M5 WestConnex EIS at page 12 of the M5 - Biodiversity Assessment Report identified the Green and Golden Bell frog amongst the three items of high significance which had been assessed for potential impacts from the project as follows:

Endangered Ecological Communities are:

- Cooks River / Castlereagh Ironbark Forest of the Sydney Basin Bioregion.

Threatened Fauna

- *Litoria aurea* (Green and Golden Bell Frog)
- *Pteropus poliocephalus* (Grey-headed Flying-fox).

Discussion

Cooks River Clay Plain Forest (aka Cooks River/Castlereagh Ironbark Forest (CRCIF))

At Section 184 of The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) the list of threatened ecological communities includes the *Cooks River/Castlereagh Ironbark Forest of the Sydney Basin Bioregion* ecological community which is placed within in the **critically endangered** category.

The duplication of the M5 will comprise a new multi lane road link and connections to new vehicle tunnels between the current M5 east of King Georges Rd to St Peters. In early 2015 the RMS also widened the M5 with the addition of one lane in each direction to the M5 from King Georges Rd to Camden Valley Way (RMS website).

Previously a critically endangered site would have been independently analysed by the Federal Department of Environment. However early last year, the Federal Minister for the Environment pushed through a system of delegation to the states which means that instead of assessment projects, the Department of Environment approves the state approval processes.

The New M5 is subject to the requirements of the NSW *Biodiversity Offsets Policy for Major Projects*. Development impacts are assessed via the framework for Biodiversity Assessment (FBA) with the production of a Biodiversity Assessment Report (BAR) and a Biodiversity Offset Strategy (BOS). The BOS outlines the offsets required for unavoidable biodiversity impacts, that is, those residual impacts which remain after impacts have been

avoided, minimised and mitigated to the extent that is reasonable and feasible (Page ix New M5 EIS Biodiversity Offset Strategy - Executive Summary Appendix T)

What is telling in the EIS Executive Statement (Appendix T) blatantly states the ‘aim of this Biodiversity Offset Strategy (BOS) is to demonstrate that appropriate offsets for the residual impacts to biodiversity are available and can be delivered. In other words despite no offsets being available it was confident there was a way to destroy the forest in the path of the new M5.

~~□□□ New M5 EIS □□ Offsets The~~

The NSW Office of Environment and Heritage (OEH) advised they have developed a Biodiversity Banking and Offsets Scheme aka ‘BioBanking’. It is designed to address the loss of biodiversity values from habitat degradation (webpage OEH).

This scheme claims that Biobanking ‘*help address the loss of biodiversity values, including threatened species, due to habitat degradation and loss*’. This scheme however, is not rigorous and has no integrity. Put simply it is a trading scheme, environment for money. It is wide open to manipulation making Biodiversity offsets a sham as they do not protect our precious Australian environment as it should.

An offset scheme should have clear parameters for example there must be clear demarcation between an offset and a no go zone to make a clear statement that offsetting is not an appropriate strategy. This had never been more essential than to a ‘critical habitat and threatened species or ecological communities that can withstand no further loss.’ (**Fundamental Principles for Best Practice Biodiversity Offsets** Originally published in IMPACT! Issue 96, September 2014 - NSW EDO.)

It is significant the WestConnex have not been able to find a ‘like for like’ forest, because there are none comparable to the CRCIF. The WestConnex EIS then goes on to state that: “When a proponent is unable to locate a ‘like for like’ offset after taking reasonable steps, there is an option to apply the variation rules. This option is available for the Paperbark swamp forest PCT as it is not listed under the EPBC Act. (P9 EIS Executive Statement Appendix T)

The NSW Environment and Heritage Department have abrogated their responsibility to the environment and the citizens of NSW by subsidising the destruction of the very things they should be protecting. The department has effectively made itself redundant.

Cooks River / Castlereagh Ironbark Forest of the Sydney Basin Bioregion. (CRCIF) –

The *Cooks River/Castlereagh Ironbark Forest of the Sydney Basin Bioregion (CRCIF)* ecological community was listed as **critically endangered** on 17/3/2015 by the Australian Government, Department of the Environment (www.environment.gov.au/cgi-bin/sprat/public/publicshowcommunity.pl?id=129). The CRCIF is listed as an **Endangered Ecological Community** under the New South Wales *Threatened Species Conservation Act 1995 - Schedule 1,2 and 3 (Part 3 Endangered Ecological Communities)*. (www.environment.nsw.gov.au/resources/threatenedspecies/TS20151204.pdf)



(Photo by [REDACTED] 6/12/2015 – Cycle path through CRCIF Kingsgrove looking west - M5 on the left)

This CRCIF referred to by the WestConnex is located near Beverly Grove Park, Kingsgrove, NSW, bordering the current M5. This forest type is currently in good health for its location. A cycle path splits the two CRCIF (photo above)

Page 13/104 New M5 - Biodiversity Assessment provides some history:

Surveys in 2014 confirmed the presence of CRCIF in the west of the project corridor, adjacent to Canterbury Golf Course and the M5 Motorway totalling to 1.8 hectares. The CRCIF patch of bushland was intentionally avoided by the original M5 project and is now managed for conservation by Roads and Maritime in accordance with the M5 approval conditions.

The Assessment then downgrades the importance of this critically endangered forest: *‘While this represents a very small proportion, at less than 0.1 per cent, of the total remnant CRCIF vegetation (estimated at 1828 hectares (DotE 2015)) within the Sydney Basin Bioregion, it comprises the majority of CRCIF within the development site’*. Once again the EIS language condemns this remnant as insignificant (0.1%).

This CRCIF is a one of countless examples of a forest being reduced to fragments due to human destruction. It was once much larger before the M5 went through, a condition of that was to leave 1.8 hectares of CRCIF (fenced inside an Ark – photo below). The New M5 seeks to destroy that.



(Photo by [REDACTED] – 6/12/2015 – CRCIF (aka Cooks River Clay Plain Scrub Forest) – Kingsgrove – M5 Linear Ark)

As seen in the photograph above, the CRCIF is considered so precious and scarce that it is protected within a fenced area - an Ark. An ark is a place of refuge – designed to protect the things within.

The New M5 widening from Kings Georges Road to the east plan to remove 1.4 hectares (78%) of this forest, the most valuable of the CRCIF, everything behind this sign, this Ark fence. The New M5 will leave just 0.4 of a hectare (1 acre) which is on the other side of the cycle path (also fenced for its protection) yet some of this forest will also be destroyed.

After describing the forest as a remnant, in an extraordinary manipulation on words for this critically endangered forest the EIS goes on to say:

The 1.4 hectares to be impacted under the worst case scenario is considered to be of low long-term viability due to its high perimeter to area ratio, isolation from larger patches of remnant bushland, considerable edge effects from the adjacent M5 Motorway (lighting impacts, noise, human disturbance), and the current influence of the adjacent golf course run-off (high nutrients and altered hydrology).

Consequently when the WestConnex couldn't find another like for like for offset bargaining chip (EIS p193 Biodiversity Assessment Report – BAR - Appendix G), they tried a different tact, using language to describe the outlook for the forest of *low long term viability* in order to give the impression its loss won't matter as it won't survive anyway.

I visited this site in December 2015. Between the separated CRCIF forests were currawongs everywhere (at least nine), in trees calling or on the ground basking in the sun in relative safety. In between and with the currawongs were honeyeaters (at least four). At the western end Fairy Wrens (at least ten) were more prevalent foraging on the ground and flitting from ground to trees. Insects were audible and visible showing it was a viable habitat.

I have rarely seen this forest type in my life. The clay is still evident in areas and the Melaleuca within and proximate to moist ground depressions were plenty (see photo below). What I found was a healthy stunning forest opposite to the one described in the EIS which they consider to be of low long term viability. Yet this forest has endured for years regardless of being encroached by edges, cycle-ways or golf courses etc. They are currently protected from degradation by high fences and by the law.



Photo by [REDACTED] 6/12/2015 – CRCIF Kingsgrove – Inside the Ark)

Some of these trees show a great deal of age (see below) and are still thriving. Sadly the M5 will destroy everything in these photographs.



(Photo by [REDACTED] – CRCIF – Kingsgrove – Inside the Ark showing the age of some trees)

The CRCIF at Kingsgrove is a high priority site of conservation significance and an amazing story of survival. It is disappearing fast and needs to be classed as off limits.

The severe reduction of CRCIF from 1.8 hectares of highly viable (regenerating) and stunning Cooks River Clay Plain Scrub Forest (its previous title) will leave the remaining one acre without the numbers of ‘like trees’ for natural regeneration and that will ensure it is eradicated.



Photo by [REDACTED] 6/12/2015 – CRCIF Kingsgrove – Inside the Ark

Conclusion

Our governments cannot continue to pave the way for the destruction of Australia's unique environment (flora and fauna) degrading human health, destroying Sydney's heritage. Consistency across borders is a must. The Federal Government would be wise to withdraw its approval delegation which is permitting states to legislate and degrade environment protection in favour of unethical developments.

If the WestConnex project business case ever became transparent (to be independently assessed) it would show a devastating waste of our taxes for a road that will destroy so much when there are more effective ways to move people than always building roads.

The New M5 proposes destruction of the critically endangered Cooks River Forest (or CRCIF) and other significantly important entities (Green and Golden Bell Frog) which will be lost forever in their locations.

This forest (CRCIF) is irreplaceable for the locale. The Offset program is an illogical and damaging process espoused by the NSW Government and the NSW Environment and Heritage Department. The loss of this critically endangered forest is not a genuine gain (as it should be) but a devastatingly sad loss. If this thought process continues it will result in the complete destruction of critically endangered forest types and animals throughout Australia.

In light of the serious flaws, lack of transparency and damaging outcome I ask the Secretary of NSW Planning and Environment not to approve the New M5 destruction of this precious CRCIF and to not permit the WestConnex to go ahead as there has been no thorough independent, transparent and public review/audit.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
If Westconnex wasn't already controversial enough, now you wish to take away public land for what will realistically be a private motorway. The environmental impact statement has not been rigorous enough if a recommendation to build a multi-lane vehicle interchange on top of some of the best Public land works in all of Sydney, that services all kinds of users from across the entire city is the favoured option. Sydney Park is used every day for all kinds of uses, but especially for the healthy and free entertainment of children. Reducing its size and increasing proximity to mass volume of vehicles will destroy its amenity, increase safety and security concerns and increase exposure to harmful chemicals through increased vehicle exhaust and reduced trees to battle the increased air pollution.
I have never supported WestConnex but now am even more vehemently opposed to it.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Steve Doherty
[REDACTED]
[REDACTED]

Ersineville, NSW
2043

Content:
The proposed road changes in the inner west of Sydney are not acceptable. It is not at all clear the WestConnex is needed, and there has been almost no discussion of alternate options for traffic or using the 16+ billion dollars to provide public and goods transport within the greater Sydney area

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Christine Geraghty

[REDACTED]

[REDACTED]

Enmore, NSW
2042

Content:

I object in the strongest possible terms to the WestConnex St Peters Interchange and indeed anything to go with WestConnex. Modern fast public transport is the best alternative. This frees up the roads for commercial purposes and gets people to work safely and efficiently.

The City of Sydney has just spent 10 million dollars on Sydney Park. It is magnificent, is people oriented and provides breathing space for inner city suburbs which are overwhelmed by traffic already.

More and more people are moving into Erskineville, Alexandria Green Square etc with the most amazing proliferation of high rise apartments in history.

HUMAN BEINGS NEED GREEN SPACE AND CLEAN AIR.
WE OBJECT TO WESTCONNEX TOTALLY

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Andrew Tovey
Organisation: Andrew (Tovey)

[REDACTED]

[REDACTED]

Annandale, NSW
2038

Content:

I'll keep this short and to the point. I would like to register my frustration and anger regarding the West Connex project and clearly state my opposition to it continuing. It is a poorly planned and outdated concept that will dramatically and negatively impact communities across the inner west. Independent research has shown that it will increase traffic congestion around St Peters and Green Square. It is not being planned with any consideration of other infrastructure projects in the area or the needs of local communities. It also is scheduled to destroy public parkland, which is a further affront.

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
This project is so ill thought out with no regard for how it will impact existing suburbs and the environment. A huge cost for no gain.
How about looking instead at improving public transport?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: anton Veenstra

[REDACTED]

[REDACTED]

Tempe, NSW
2044

Content:
I object to the WestConnex extension.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Robert Stevens

[REDACTED]

[REDACTED]

Darlington, NSW
2008

Content:

I have lived in the Darlington region for 18 years & I have been concerned by the increase in car traffic in the surrounding suburbs. I ride a bicycle to many places I need to go to. I oppose the enlargement of expressways & streets to carry more car traffic & I believe the investment of these funds would be better spent on investing into good public transport.

Yours Sincerely
Robert Stevens.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
COMPULSORY AQUISITON COMPENSATION - HAS TO BE FAIR

The NSW Liberal Government through WestConnex are compulsory acquiring homes/properties to build a new road.
The compensation is insufficient.

Briefly, the compensation to owners should be enough so that the owner is able to buy a comparable home in the area with relative ease and no fuss and not being forced to move away entirely.

Being forced out of the family home through no fault of their own is the cause of a great deal of stress, particularly as the government will not listen to reason. These people have suffered prolonged significant health reducing stress being more or less forced to take below market prices for their homes. They then have to find somewhere else to move to uplift their lives and contents, take time off work, find new schools, and in some cases find new social lives (when they move suburbs).

The compensation should be at least 50% more than the comparable highest price in the suburb. Whilst this does not go to fully compensating someone for such a significant loss it may help them quickly sort out their future. It means they can afford to remain in the area, pay for days/weeks off work/ removalists/ taxes etc.

The NSW Liberal Government should redress this ASAP to all owners (incl. retrospectively).

The entire WestConnex cannot be justified and this is just another reason among hundreds of reasons the WestConnex should never go ahead.

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

UNFILTERED EMISSIONS STACKS

The several emissions stacks in the inner west and south are not going to be . With anticipated extra vehicle usage it will see immeasurable damage to human health as concentrated cancer producing particles flow into the environment proximate the emissions stacks (an environment which includes schools).

It will be highly remiss of the NSW Liberal Government to allow unfiltered emissions into the atmosphere.

It is just another reason that this callous project should be rejected.

This matter (unfiltered emissions) should be addressed ASAP.

Lab rats get treated better.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Diana Stevens

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
Please read my attached objection

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

15 January 2015

To the NSW Department of Planning and Environment

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. 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, regardless of how many lanes are added. Adding extra lanes to Euston Road will not help because the roads that Euston Road feeds into 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 the 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 currently 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 WestConnex 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.

Diana Stevens

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I lodge a strong objection to the M5 EIS for its lack of information on the true impact of construction/tunnelling noise and construction/tunnelling vibrations.

I lodge a strong objection to the entire WestConnex.

Introduction

For a project of this size, the biggest of its kind in the world, it lacks transparency and independent review. There are far too many contentious and damaging outcomes which do not value add to the project going ahead or to the city and its people when it's finished. In fact its citizens and the environment will be worse off. As such it should not proceed. However the NSW Government has rushed ahead without forethought or care to the consequences of a project that will destroy so much of what we value. It is a huge waste of public money.

There are numerous New M5 EIS documents, far too many to assess before the submission deadline in this rushed NSW pointless scheme.

This specific Submission is on M5 WestConnex EIS - Vibrations and Noise information

Vibrations likely to cause damage to structures

I will get to the point here. I have tried to find information on the impact of construction/tunnelling noise on all structures along the proposed route of the New M5.

In the New M5 Technical working paper - noise and vibration - appendix J - (At 192/820 of pdf) - dilapidation surveys - advised that:

prior to the commencement of tunnelling or other vibration intensive work at each site, existing condition surveys would be undertaken on all properties and structures within the preferred project corridor (the zone on the surface equal to 50 metres from the outer edge of the tunnels) and within 50 metres from surface works.

I found vibration maps for various areas, specifically three zones, St Peters, Kingsgrove and Arncliffe (Kogarah Golf course) showing blue outlines which I assume are 50 metres from the edge of the proposed tunnel as well as blue circular style outlines in other areas where I'm also guessing may be affected by vibrations and form a physical condition assessment of structures prior to drilling.

The EIS advises there will be ground borne noise and vibrations felt in structures dependent on things like the construction of the building, rock type etc. This is briefly explained at the New M5 Technical working paper - noise and vibration - appendix J - page 138 - 5.3 Ground-borne LAeq noise levels

There was no explanation as to why all areas were not affected by vibrations even though the tunnel was to be drilled/exploded was directly underneath structures. For example, there are no maps whatsoever for Tempe and yet the tunnel is to go from South to Smith St then Ikea etc, under the suburb.

I found no charts of the rock type specific to the intended tunnel under Tempe. So for arguments sake it could be sandstone which is prevalent in the Tempe area. I expect there would be significant vibrations from tunnelling through sandstone as there was when the train tunnel from Wolli Creek to the airports and beyond was constructed (1995 to 2000). It could be felt in Tempe more than 400 metres away.

It also adds to my doubts about the adequacy of the 50 metre ruling (for condition surveys prior to drilling). I imagine there will be structures outside this zone which suffer damage but will not have the benefit of condition surveys.

From my experience vibrations travelling through sandstone can be quite significant.

It appears the WestConnex are stating that Tempe will not be affected at all without actually saying it when in fact they could be wrong.

Conclusion

There is a distinct lack of detail and transparency in the EIS for this project as it is being rushed through. This submission on the lack of detail for ground vibrations in Tempe needs to be addressed for the sake of the citizens along the entire route.

The structures along the entire length of the tunnel outwards of more than 500 metres are likely to feel some degree of vibration for some days and likely to receive some type of damage. There should be recognition of potential damage to these structures outside the 50 metres and along the entire route of the New M5.

I expect a response from the Department of Planning addressing this matter in detail.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Simon Beswick

[REDACTED]

[REDACTED]

Sydney, NSW
2015

Content:

As long term resident of Alexandria (over 20 years) whose residence is located some 50 meters away from the one of the proposed Wesconnex exits points at intersection at Euston Road and Sydney Park Road, I'd like to voice my strenuous objection to the planned St Peters interchange and especially the impact of the proposal upon Euston Road and surrounding residential streets.

I'm staggered that the EIS predicts an increase in traffic volumes from 7500 cars per day to over 65,000 cars per day on to a local road network that can barely handle the current volumes. Even if the existing RMS road reservations along Euston Road are exercised and a 6 lane highway (this requires a 24 hour clearway status) is subsequently built though a residential area, the traffic flows would be severely compromised by three set of traffic light at the intersections of Maddox, Fountain, and Wyndham Streets before even reaching Botany Road. The adverse and material impact of car exhausts pollutants, excessive and extended noise periods quite apart from turning local roads into 'rat runs' is both manifest and perverse.

It would appear that Wesconnex idea of traffic management and 'dispersal' after effectively terminating a freeway into a quiet residential area with very limited capacity to soak any more cars is to simply "look the other way and shrug" I can only draw the conclusion that no one bothered visiting the affected locales as If they had it, it would be hard to see how they could support such a plan as it currently stands

The road is simply not fit for purpose, I'd respectfully suggest that majority of people using the M5 don't want to exit at St Peters to go to Bunning or McDonalds on Euston Road or the Grounds on Huntley Street (even though the coffee is very good) the Airport and Port Botany are the primary locations that require connectivity. Neither location is properly serviced under the proposed arrangement

The cost of the Wesconnex project is an unacceptable and long term imposition on both state and federal taxpayers with only a tiny proportion of said taxpayers ever likely to use the road. The current project estimate of 16 billion dollars and counting could be far better used toward more cost effective and rational 21st century approach with long term beneficial future infrastructure outcomes by funding and building public transport from the M5 corridor to the CBD and Airport along with freight rail to Port Botany. The impact of the new airport at Badgerys Creek is given scant regard and as to whether this road will even be required.

The spurious, highly redacted and inflated ROI estimates lack transparency and any meaningful scrutiny is rendered virtually impossible due of 'confidentiality clauses' with the futures road builders & operators. The distribution and exhibition of some 11 volumes of an EIS over the Xmas period to minimise debate and limit effective community consultation is underhanded and divisive

Surrounding Sydney Park with LA style freeway network is a throwback to the 1950's; it appears that that green space is being co-opted and sacrificed for a 'ring road car park' akin to a small scale re-creation of the infamous London M25 Orbital road.

In short, the proposed St Peters interchange and exit spur along Euston Road is likely to deliver a wildly expensive 'road to nowhere, one that's neither fit for purpose and is unlikely to provide significant time savings for its users other than rising tolls.

The proposal will however blight Alexandria and surrounding suburbs and turn communities into car parks.

[REDACTED]

[REDACTED]

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[REDACTED]

As long term resident of Alexandria (over 20 years) whose residence is located some 50 meters away from the one of the proposed Wesconnex exits points at intersection at Euston Road and Sydney Park Road, I'd like to voice my strenuous objection to the planned St Peters interchange and especially the impact of the proposal upon Euston Road and surrounding residential streets.

I'm staggered that the EIS predicts an increase in traffic volumes from 7500 cars per day to over 65,000 cars per day on to a local road network that can barely handle the current volumes. Even if the existing RMS road reservations along Euston Road are exercised and a 6 lane highway (this requires a 24 hour clearway status) is subsequently built through a residential area, the traffic flows would be severely compromised by three set of traffic light at the intersections of Maddox, Fountain, and Wyndham Streets before even reaching Botany Road. The adverse and material impact of car exhausts pollutants, excessive and extended noise periods quite apart from turning local roads into 'rat runs' is both manifest and perverse.

It would appear that Wesconnex idea of traffic management and 'dispersal' after effectively terminating a freeway into a quiet residential area with very limited capacity to soak any more cars is to simply *"look the other way and shrug"* I can only draw the conclusion that no one bothered visiting the affected locales as If they had it, it would be hard to see how they could support such a plan as it currently stands

The road is simply not fit for purpose, I'd respectfully suggest that majority of people using the M5 don't want to exit at St Peters to go to Bunning or McDonalds on Euston Road or the Grounds on Huntley Street (even though the coffee is very good) the Airport and Port Botany are the primary locations that require connectivity. Neither location is properly serviced under the proposed arrangement

The cost of the Wesconnex project is an unacceptable and long term imposition on both state and federal taxpayers with only a tiny proportion of said taxpayers ever likely to use the road. The current project estimate of 16 billion dollars and counting could be far better used toward more cost effective and rational 21st century approach with long term beneficial future infrastructure outcomes by funding and building public transport from the M5 corridor to the CBD and Airport along with freight rail to Port Botany. The impact of the new airport at Badgerys Creek is given scant regard and as to whether this road will even be required.

The spurious, highly redacted and inflated ROI estimates lack transparency and any meaningful scrutiny is rendered virtually impossible due of 'confidentiality clauses' with the futures road builders & operators. The distribution and exhibition of some 11 volumes of an EIS over the Xmas period to minimise debate and limit effective community consultation is underhanded and divisive

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[REDACTED]

[REDACTED]

Name: Eva Blanda

[REDACTED]

[REDACTED]

Kogarah, NSW
1485

Content:

To the Director, Major Planning Assessments, Department of Planning,

I am writing to express my strong disappointment that once again the NSW government are building major infrastructure through the Bardwell and Wolli Creek Valleys and but still not doing anything to address promises made in the past to make the corridor more accessible for active transport and recreational activities.

The Bardwell Valley is a beautiful oasis, rich with plant and animal life that many city dwellers are often not exposed to in their regular concrete box bound lives. This gorgeous parcel of nature is a valuable asset to the area and deserves to be discovered by more than just the nearby locals and bushwalkers.

All new infrastructure developments should require the inclusion of pedestrian and cycle friendly options to give people alternatives to the car (better for people, better for the environment). With the scale of Westconnex, including a non-car and mass transit option should be as on top of the priority list as the accommodations made for vehicles.

By connecting the last portion of the M5 Linear Park from Bexley North through to Tempe the opportunity then becomes available for to residents as far as Riverwood to ride/walk all the way to the City.

It's now time to honour previous commitments and show some compassion to the residents of the area who will suffer due to increased pollution and traffic movements on local roads. By having the foresight and leadership required to do more than just generate more traffic and consciously participate in finding ways to remove cars from roads, the legacy of this white elephant may have a tiny silver lining.

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[REDACTED]

[REDACTED]

[REDACTED]

Name: Michael Thompson

[REDACTED]

[REDACTED]

Bardwell Park, NSW
2207

Content:

To the Director, Major Planning Assessments, Department of Planning

I write to express my strong disappointment that once again the NSW government are building major infrastructure through the Bardwell and Wolli Creek valleys and yet doing nothing to address promises in the past to make the corridor more accessible for active transport and recreational activities.

The Bardwell Valley is largely inaccessible to older members of the community and young families as despite a plan of management being developed back in 2004 no action has been taken by successive NSW governments to resolve longstanding missing accessibility infrastructure.

Local communities have to deal with the construction, pollution and traffic on local roads created by the Westconnex project and the tolls on the M5 and regional density changes with the Arncliffe and Banksia Priority Precincts. The Government needs to deliver on their promises of green spaces and supporting active transport by delivering on the Bardwell Valley Green Link, extending the M5 Linear path through to its intended destination at Wolli Creek and in doing so fund the Plan of Management for Bardwell Valley and make the region a National Park once and for all. This calls for:

Improved environmental and recreational links to adjoining urban areas

Establish a range of path types and loops

Importance of linear movement through the Park but acknowledging the site's sensitive

environments which may determine a variety of approaches and opportunities

Create a recreational focus for the park that has at its core the enjoyment and educational benefits of the sites natural values

Expectations that the park will be safe and enjoyable to use without polluting impacts from ventilation outlets

Potential for wider recreational access and use of the park via public transport

Potential for the Park to have a strong educational and interpretation role

Ensuring that recreational facilities are sited in appropriate settings within the Park

Increased focus on access to and enjoyment of the creek itself through paths, informal canoe launching sites etc

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 information that I have chosen to include.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Daniel Gardiner

[REDACTED]

Tempe, NSW
2044

Content:

Why spend \$16b on a road that will quickly fill. Every study done on new roads shows that they create 'induced demand'. Any benefit is quickly gone by new people entering the road system to take advantage of the 'faster' commuting times.

We should leave the road system as is in the inner Sydney region and divert all of the WestConnex funds to public transport and at the same time make all public transport free.

Public transport has high fixed costs and any increase in travellers are a bonus, especially in off peak times. Public transport is also rare as a good/service in that it is difficult to overconsume, you can only travel to and from work once a day.

Yes making it free will have plenty of problems as demand will be a burden on an underfunded system but a \$16b funding injection should help

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[REDACTED]

[REDACTED]

[REDACTED]

Name: Kate Dunlop
[REDACTED]
[REDACTED]

Sydney, NSW
2043

Content:
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,

Kate Dunlop

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Lisa Morris
[REDACTED]
[REDACTED]

Sydney, NSW
2015

Content:
Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

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- The lack of adequate traffic modelling

Yours sincerely,

Lisa Morris

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Suzen Barnes

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

I have been a resident of Alexandria for over 15 years and current reside on busy McEvoy street.

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.

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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 and McEvoy street.

The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near our local school Alexandria Park Community School where mine and my neighbours children attend.

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.

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- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Suzen Barnes

Alexandria NSW 2015, Australia

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: David Covington

[REDACTED]

[REDACTED]

Sydney, NSW
2204

Content:
Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

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- The lack of adequate traffic modelling

Yours sincerely,

David Covington

Sydney NSW 2204, Australia

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Deepak Khuller

[REDACTED]

[REDACTED]

, NSW

Content:
Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

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[REDACTED]

[REDACTED]

Name: Helen Carney

[REDACTED]

[REDACTED]

, NSW

Content:
Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

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- The lack of adequate traffic modelling

Yours sincerely,

Helen Carney

Australia

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[REDACTED]
[REDACTED]
[REDACTED]
Name: Ben Donnelly
[REDACTED]
[REDACTED]

Sydney, NSW
2015

Content:
Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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- The lack of adequate traffic modelling

Yours sincerely,

Ben Donnelly

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS) for the New M5 EIS, project number SSI 14_6788. I object to the project and the whole WestConnex because:

- * The New M5 will dump over 100,000 cars and trucks in Inner West suburbs, many of which will end up on local streets.
- * There has been no consultation with businesses in King St and other parts of Inner Sydney. King Street's thriving street life would be destroyed by increased traffic. Assurances that clearways won't be created are worthless.
- * It's outrageous that Euston Road would be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a polluted road should be bought to within several metres of existing bedrooms.
- * The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its time-saving or congestion goals.
- * No serious traffic modelling has been done outside the project area. It is absurd to suggest that the impacts will stop at the end of the project.
- * Roads and Maritimes Services was given approval to build the old M5 on condition that it protected critically endangered flora and fauna. Now it wants to destroy that same flora and fauna for a new tollway because its old project failed to solve congestion. This would make the system of conditions meaningless.
- * The weak consideration of alternatives, which consists of little more than bald claims that suit the proponent's objectives. The public deserves evidence-based analysis of alternatives, including public transport and traffic management.
- * Billion-dollar contracts have been awarded to tollway companies although the government is aware that local government election bodies and many experts are convinced WestConnex won't deliver on its objectives. This places unreasonable pressure on planners to approve the project.
- * AECOM, which has a record of failed traffic modelling for toll roads, has been paid \$13 million to do this EIS while it has other contracts which depend on Westconnex going ahead. This is an unacceptable conflict of interest.
- * There is already insufficient parking in the Inner West. I objects to hundreds of parking spaces being removed, some permanently and some for years of construction.
- * WestConnex will remove 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.
- * 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs is being removed in Arncliffe for a massive tunnelling site.
- * The destruction of part of Sydney Park, including its beautiful mature paper bark trees, which will be replaced with polluting traffic. This is unacceptable and will degrade quality of life for both residents and drivers alike, the latter of whom will quickly be sent from Euston Rd into gridlocked local roads.
- * The selection of tunnelling methods that prioritise construction timelines against the risk of vibration damage to residents'

property.

* The air quality model used in this EIS hasn't been used in Australia before and cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in some areas close to the tollway portals, including near schools. It`s not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children.

I realise there is considerable pressure being placed on a number of NSW government departments, including Department of Planning and Environment, to approve this project. I note too the recent report by the Victorian Auditor-General into the East West Link fiasco, which found that the public service failed in its obligation to give frank and fearless advice to Ministers pushing for that project due to fear of repercussions. The objections I have raised above a mere introduction to the many flaws in this EIS and the WestConnex project overall, and I do not see how the project could possibly be approved based on the information presented in this EIS. I therefore ask you to reject this proposal.

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Rae Marr

[REDACTED]

[REDACTED]

Sydney, NSW
2044

Content:
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,

Rae Marr

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Yann Quide

[REDACTED]

[REDACTED]

Sydney, NSW
2042

Content:
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 object to the 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.

TRAFFIC IMPACTS

I 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 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 object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the

impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from WestConnex.

I object to the failure of the 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.

POOR ANALYSIS OF ALTERNATIVES

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

TRUCK MOVEMENTS DURING CONSTRUCTION

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste (asbestos) through Kingsgrove and Moorefields Road to the Western suburbs where it will be dumped without any clear plans or information for communities affected.

DESTRUCTION OF BIODIVERSITY

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

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

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

TUNNELLING IMPACTS

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

AIR QUALITY

I object to a transport 'solution' that results in a further nine unfiltered exhaust stacks throughout highly populated suburbs.

It is unacceptable that a 35 metre exhaust stack is located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground.

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

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

URBAN LANDSCAPE DESIGN

I 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 residents' is not a priority.

GREENHOUSE GAS EMISSIONS

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

In addition, 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.

PROCESS

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

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

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

SOCIAL IMPACT STUDY

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.

NOISE

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,

Yann Quide

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Andrew Thorne [REDACTED]
Sent: Tuesday, 12 January 2016 9:03 AM
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,

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- The lack of adequate traffic modelling

Yours sincerely,

Andrew Thorne

Sydney NSW 2015, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: Ann Marshall [REDACTED]
Sent: Monday, 18 January 2016 7:29 AM
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

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Yours sincerely,

Ann Marshall

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Rob Taylor-Pyke [REDACTED]
Sent: Sunday, 17 January 2016 7:44 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

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Yours sincerely,

Rob Taylor-Pyke

Australia, Duhok, Iraq

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 17 January 2016 5:15 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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Planning Services

NSW Department of Planning and Environment

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[REDACTED]

[REDACTED]

[REDACTED]

From: Sandra Cosgrove [REDACTED]
Sent: Sunday, 17 January 2016 3:04 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

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Yours sincerely,

Sandra Cosgrove

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Peter Theodoropoulos [REDACTED]
Sent: Sunday, 17 January 2016 1:06 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

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- The lack of adequate traffic modelling

Yours sincerely,

Peter Theodoropoulos

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Mark Barry [REDACTED]
Sent: Sunday, 17 January 2016 9:56 AM
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

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Yours sincerely,

Mark Barry

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Elena Vlassova [REDACTED]
Sent: Saturday, 16 January 2016 5:02 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

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Regards,

Elena

[Redacted signature block]

[Redacted contact information block]

[Redacted block]

From: Simon Combe [REDACTED]
Sent: Friday, 15 January 2016 7:30 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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- The lack of adequate traffic modelling

We in Sydney, need more public transport, trains, light rail and cycle ways. Less cars and trucks in the city. Make our city livable.

Yours sincerely,

Simon Combe

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Lutfiye Caliskan [REDACTED]
Sent: Friday, 15 January 2016 5:04 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.

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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.

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- 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,

Lutfiye Caliskan

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Andrew Kelly [REDACTED]
Sent: Friday, 15 January 2016 3:23 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

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- The lack of adequate traffic modelling

Yours sincerely,

Andrew Kelly

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Robyn Lee [REDACTED]
Sent: Sunday, 17 January 2016 8:11 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

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- The lack of adequate traffic modelling

Yours sincerely,

Robyn Lee

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Ngaire Booth [REDACTED]
Sent: Sunday, 17 January 2016 7:35 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

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- The lack of adequate traffic modelling

Yours sincerely,

Ngaire Booth

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Andrew Little [REDACTED]
Sent: Sunday, 17 January 2016 5:08 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

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- The lack of adequate traffic modelling

Yours sincerely,

Andrew Little

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 17 January 2016 2:36 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

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- The lack of adequate traffic modelling

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 17 January 2016 11:38 AM
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

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- The lack of adequate traffic modelling

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Keith Fletcher [REDACTED]
Sent: Sunday, 17 January 2016 9:32 AM
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

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We already have a large number of "rat running" private vehicles and courier vans in our local streets creating a hazard for increasing numbers of children and elderly in our neighborhood. Most developed countries have found that best practice public transport is the only long term solution.

I would like the following issues in the EIS addressed:

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- The lack of adequate traffic modelling

Yours sincerely,

Keith Fletcher

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Steven Russ [REDACTED]
Sent: Saturday, 16 January 2016 2:23 AM
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

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- The lack of adequate traffic modelling

Yours sincerely,

Steven Russ

Sydney NSW 2044, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: Kirby Weller [REDACTED]
Sent: Friday, 15 January 2016 6:33 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

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Yours sincerely,

Kirby Weller

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Mustafa Caliskan [REDACTED]
Sent: Friday, 15 January 2016 5:02 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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Planning Services

NSW Department of Planning and Environment

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- The lack of adequate traffic modelling

Yours sincerely,

Mustafa Caliskan

Sydney NSW 2044, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: Mary Binder [REDACTED]
Sent: Sunday, 17 January 2016 8:00 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

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- The lack of adequate traffic modelling

Yours sincerely,

Mary Binder

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Nicholas Luhman [REDACTED]
Sent: Sunday, 17 January 2016 7:11 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

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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.

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- 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,

Nicholas Luhman

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 17 January 2016 3:48 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,

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Yours sincerely,

[Redacted signature]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[REDACTED]

From: Karen Tinman [REDACTED]
Sent: Sunday, 17 January 2016 1:42 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

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- The lack of adequate traffic modelling

Yours sincerely,

Karen Tinman

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Chris O'Rourke [REDACTED]
Sent: Sunday, 17 January 2016 11:27 AM
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

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- 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
- the induced demand that will result from this proposal
- the lack of transparency in regards to the BCR which has projected time savings have pushed it over 1. The resulting congestion will mean that the BCR will fall well below 1 and prove to be a burden for taxpayers and investors.

Yours sincerely,

Chris O'Rourke

[REDACTED]

[REDACTED]

[REDACTED]

From: Janine Tennille [REDACTED]
Sent: Sunday, 17 January 2016 8:00 AM
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

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- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling
- taking away parts of an important park that I use daily and is essential to this area and wildlife.

Yours sincerely,

Janine Tennille

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Keith Olsen [REDACTED]
Sent: Friday, 15 January 2016 10:25 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

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Yours sincerely,

Keith Olsen

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Pamela Eastwell [REDACTED]
Sent: Friday, 15 January 2016 5:41 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

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- The lack of adequate traffic modelling

Yours sincerely,

Pamela Eastwell

New South Wales 2036, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Friday, 15 January 2016 3:25 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

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[REDACTED]

[REDACTED]

[REDACTED]

From: Anne Quested [REDACTED]
Sent: Friday, 15 January 2016 4:53 PM
To: DPE CSE Information Planning Mailbox
Subject: 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 object to the 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.

TRAFFIC IMPACTS

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

I object to the failure of the 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.

POOR ANALYSIS OF ALTERNATIVES

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

TRUCK MOVEMENTS DURING CONSTRUCTION

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste (asbestos) through Kingsgrove and Moorefields Road to the Western suburbs where it will be dumped without any clear plans or information for communities affected.

DESTRUCTION OF BIODIVERSITY

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

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

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

TUNNELLING IMPACTS

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

AIR QUALITY

I object to a transport 'solution' that results in a further nine unfiltered exhaust stacks throughout highly populated suburbs.

It is unacceptable that a 35 metre exhaust stack is located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground.

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

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

URBAN LANDSCAPE DESIGN

I 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 residents’ is not a priority.

GREENHOUSE GAS EMISSIONS

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

In addition, 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.

PROCESS

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

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

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

SOCIAL IMPACT STUDY

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.

NOISE

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,

Anne Quested

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Liz Roberts [REDACTED]
Sent: Sunday, 17 January 2016 4:54 PM
To: DPE CSE Information Planning Mailbox
Subject: 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.

The interchange should be moved further away from areas in Sydney that are growing in size to account for population growth and that combat urban sprawl in the outer suburbs of Sydney. Eg - further down in Tempe in the Industrial areas. Tempe is majority single dwelling, factories, and run down retail. the impact on residents and commerce would be far less that with the current proposal.

Newtown, Alexandria and Erskineville's population has and will continue to increase due to the large number of unit's being built. The potential for more to be built, to tackle Sydney house prices should be a tactic. With increased population more effective and efficient modes of transport should be considered a car congestion should be minimised to increased.

The quality of life of residents living in inner city areas, which benefits cities overall, is dependent on parklands and recreational areas. Although it appears that the amount of parkland destroyed in is aiming to be kept to a minimum, it doesn't take into account the loss in quality and usability of a park that is situated next to a major freeway interchange.

A number of additional reasons are outlined below

TRAFFIC IMPACTS

I 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.

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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 residents’ is not a priority.

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

In addition, 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.

PROCESS

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

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

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

SOCIAL IMPACT STUDY

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.

NOISE

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,

Liz Roberts

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Robert IRVINE [REDACTED]
Sent: Friday, 15 January 2016 5:07 PM
To: DPE CSE Information Planning Mailbox
Subject: 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 object to this project and to the whole WestConnex scheme for a range of reasons, including all those listed below.

I expect that all of these objections will receive due consideration and will be responded to in writing.

TRAFFIC IMPACTS

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

I object to the failure of the 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.

POOR ANALYSIS OF ALTERNATIVES

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

TRUCK MOVEMENTS DURING CONSTRUCTION

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste (asbestos) through Kingsgrove and Moorefields Road to the Western suburbs where it will be dumped without any clear plans or information for communities affected.

DESTRUCTION OF BIODIVERSITY

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

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

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

TUNNELLING IMPACTS

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

AIR QUALITY

I object to a transport 'solution' that results in a further nine unfiltered exhaust stacks throughout highly populated suburbs.

It is unacceptable that a 35 metre exhaust stack is located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground.

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

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

URBAN LANDSCAPE DESIGN

I 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 residents’ is not a priority.

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Yours sincerely,

Robert IRVINE

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 17 January 2016 5:24 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

I write to express my strong objection to the WestConnex New M5 motorway proposal.

1. I support a major injection of funds into public transport for the Western suburbs rather than a legacy of unsustainable roads and unaffordable tolls. If \$16.8bn were to be spent on public transport and effective road management, then WestConnex would not be necessary.
2. The taxpayer-funded cost of construction has escalated from \$10bn to \$16.8bn, and the project's viability is highly questionable.
3. A taxpayer-funded project costing \$16.8bn should be transparent. Redactions were so prevalent in the business case that was finally released by the government, that it could not be effectively interpreted by independent analysts.
4. WestConnex is now a private company that is not required to publish contracts that rely on taxpayer funding – this is unaccountable government at its worst.
5. Billions of dollars in construction contracts have been entered into before the lodgment of the EIS.
6. AECOM was paid \$13m for its work on the EIS, and also to prepare the original New M5 proposal – this is a clear conflict of interest and demonstrates an unacceptable lack of independence.
7. WestConnex will not release the full assumptions on which it is based to Councils or independent experts so that these predictions can be verified.
8. The EIS relies for its justification on a connection to the Airport – for which there is no detail or design available.
9. Tolls of at least \$6 each way on the new WestConnex M5 motorway will discourage drivers from using it and lead to local roads becoming more congested.
10. 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%.
11. The EIS 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 major concern.
12. The EIS provides no evidence about why alternatives will not work. Before billions of taxpayer dollars are spent on the WestConnex project, and Sydney is left with a grim future of car-dependency, modeling must be done to compare the positive impact that could be achieved through increased public transport together with traffic

management. This contemporary approach has been found to be a more successful alternative in other modern cities, than the continued and unsustainable injection of cars into urban areas with motorways.

13. I challenge the claim in the EIS, appendix U, that WestConnex will reduce greenhouse gas emissions because free-flowing traffic produces lower emissions than congested traffic. This claim has been discredited by reputable transport experts worldwide. It has been demonstrated that the construction of new roads creates what is known as an induced traffic effect, leading to more cars and new carbon emissions. Furthermore, motor vehicles on a road will always produce greater emissions than the public transport alternatives in which the government should be investing.

14. I challenge the EIS claim that WestConnex will reduce greenhouse gas emissions in 2031 by 12% despite an increase in light traffic of 41% and truck traffic by 106%.

15. The EIS does not take into account the impact of flow on traffic to areas in our community which fall outside the report's very limited area of study and does not consider the flow on impact of traffic emerging from the St Peters interchange into the suburbs of Mascot, Eastlakes, Kensington, Kingsford, Newtown, Erskineville, Alexandria, or the inner city. Table 8.2 'WRTM Screenline Analysis – AWT (2031)' in Appendix G shows traffic in the Inner West increasing by 36%, 43%, 103% and 62%.

16. The WestConnex M5 will pour traffic into the Inner West road network, adding to already costly and unhealthy road congestion.

17. It is not clear whether the EIS modeling for traffic congestion has accounted for massive proposed increases in the population of Inner Sydney.

18. The EIS provides no noise assessment for any buildings above 2-storeys despite the fact that thousands of St Peters and Alexandria residents already live in apartment blocks and will be affected.

19. Alexandria, Enmore and Newtown will suffer deteriorating air quality due to traffic congestion, exposing residents to lung cancer.

20. 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.

21. I object to the use of an air quality model that has not been used before in Australia and which cannot be verified by the NSW EPA. Under the new 'Clean Air Agreement' NSW has opted for air pollution standards below World Health Organisation guidelines. It is not acceptable for the NSW government to deliberately place the health of its citizens at risk. It is a known medical fact that fine particle pollution of the type that will be emitted by the tollway portals is a cause of lung cancer.

22. WestConnex admits that dangerous dust pollution will be created during the construction of the St Peters interchange and proposes to water the site to reduce risk; however, this can only be assumed to be unreliable and dangerous given that WestConnex has already failed to water the site during asbestos removal.

23. During construction, WestConnex admits that 71,000 diesel truck movements a day using Euston Rd in Alexandria will end up in traffic jams on local roads.

24. Construction traffic will continue throughout the night, which will disturb the sleep of local residents, already stressed by WestConnex construction.

25. Health effects of the high levels of construction noise over a three year period have not been sufficiently assessed.

26. WestConnex is refusing to release information about any InnerWest construction compounds that would be necessary were the M4/M5 ever to be built.

27. The EIS ignores the psychological impact of devastating St Peters.
28. 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.
29. Despite a parliamentary committee chaired by Liberal MP Matt Kean having found the compulsory acquisition system to be "unfair and inadequate", the Government has forged ahead, acquiring a number of homes along the WestConnex route, with many more targeted for acquisition in the coming month. This blatant disregard for the equitable compensation of those affected is reprehensible and must be addressed before further acquisitions are made.
30. Tunnel construction has the potential to put at risk the structural integrity of hundreds of buildings within Inner West heritage conservation areas.
31. WestConnex M4 and M5 will remove 40ha of vegetation which cools our suburbs and reduces our carbon footprint.
32. The EIS does not provide an adequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, and ignores scientific evidence of their breeding events on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney. Even WestConnex admits the frogs at Arncliffe may not survive construction.
33. The loss of around 350 trees to construct a spaghetti style interchange next to Sydney Park is a shocking development. The construction of the interchange will compromise the health of those who use the park amenity which is used for children's and sporting recreation.

Yours sincerely,

[Redacted signature]

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[Redacted signature]

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[Redacted signature]

[REDACTED]

From: Joanne Deaves [REDACTED]
Sent: Saturday, 16 January 2016 2:40 PM
To: DPE CSE Information Planning Mailbox
Subject: 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 object to the 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.

TRAFFIC IMPACTS

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

I object to the failure of the 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.

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

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I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste (asbestos) through Kingsgrove and Moorefields Road to the Western suburbs where it will be dumped without any clear plans or information for communities affected.

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

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I object to the 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.

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I 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.

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In addition, no credible authority in the world today would suggest that building huge urban motorways is the solution to cutting national greenhouse emissions, or that increases in vehicle kilometres travelled (VKT) would somehow result in a net reduction in greenhouse gas emissions. Yet this is exactly what the proponent is claiming in this EIS. I object to this flawed analysis.

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Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: James Stevens

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
Please see attached.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

18th January 2015

To the NSW Department of Planning and Environment

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. 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, regardless of how many lanes are added. Adding extra lanes to Euston Road will not help because the roads that Euston Road feeds into 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 the 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 currently 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 WestConnex 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.

Regards,

James Stevens

[REDACTED]

Alexandria NSW 2015

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Nick Stevens

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:

1. The case for the huge investment in WestConnex appears to be based on the tired and disproven assumption that travel-time savings associated with road-building last long into the future even though experience globally tells us that urban road projects usually move the bottlenecks to different places in the network, thus cancelling out the initial time savings. In addition, estimated travel time savings in the WestConnex documents are not at all transparent and I cannot see how the proposed savings (actual and monetarised) accumulate to the stated totals. At the very least there should be a published independent (of WestConnex and NSW Government) review of the methodology used to arrive at the projected benefits. This review would give the transparency that is currently lacking.

2. I object to the phasing the WestConnex project. The proposal leaves the most important and the most difficult part (Phase 3) until last. Astonishingly, the proposal assumes that the traffic leaving the new roads at Haberfield and St Peters will somehow be absorbed by the existing road network (with a few cosmetic improvements around the interchanges). I am familiar with traffic patterns around St Peters: it is difficult to understand how the additional traffic generated by the M5 extension would fare any better than that already using the existing congested roads in Alexandria. For residents this raises a real fear of yet more 'rat-runs' in residential streets, and all the associated safety concerns. I presume that similar issues also apply to Haberfield. Given the history of major transport projects it is reasonable to demand some estimation of the impact of failure to complete phase 3: as far as I can see this phase has not yet even been subjected to detailed planning and costing.

3. In conclusion, the documentation presented to support the construction of WestConnex - including the EIS - does not give me any confidence that the projected benefits will be realised or that the true costs and risks have been considered with sufficient rigour.

[REDACTED]

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[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Shannon Riggs

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
I object to the WestConnex. Please read attached submission

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

18/01/16

Director Infrastructure Projects
Planning Services
Department of Planning and Environment
Application number SSI 6788
GPO Box 39
Sydney, NSW 2001

To Director Infrastructure Projects,

I am writing to lodge my objection to the WestConnex St Peters Interchange.

Both Newtown and Alexandria are both big draw cards for locals and tourists. Newtown is one of the best loved suburbs in Sydney and has always been a social meeting ground with its many restaurants and bars, as well as arts and culture. I have lived in Alexandria for 5 years now and have watched it turn into a very popular area with a large increase of cafes and restaurants, for example The Grounds of Alexandria is known nation wide. There has also been a massive increase in residential developments introduced into the area over the last few years, with several more apartment blocks slated to go up in the near future.

If WestConnex goes ahead it will dump thousands of additional vehicles onto King St and Euston Road. Both of these roads are already congested during peak hour. If these additional vehicles are dumped into the area it will cause an even larger bottleneck with the traffic having nowhere to go. King St is often backed up from the Princes Highway to Broadway and Parramatta Rd. Euston Rd is often backed up all the way to South Dowling St. The WestConnex business case admits that drivers will avoid the new tolls by finding alternative routes through surrounding residential streets.

I read that Euston Rd will be turned into a six lane highway many of these new apartment buildings and commercial developments along Euston Rd will have to be demolished to make room, leaving thousands of families homeless. All of this additional traffic will destroy the local businesses and devalue real estate in these popular areas. The government has suggested that WestConnex will create jobs, but it will destroy jobs by bankrupting once booming businesses that people will no longer want to go to because of the road development. Nobody wants to have lunch next to a highway!

All of this additional traffic will worsen local air quality and destroy the appeal of Sydney Park along with the many other parks used by families for walking dogs, exercising, picnics and I've even seen a few weddings.

The cost of WestConnex just keeps increasing. The updated business case says that it will cost almost \$17 billion, an increase of \$7 billion from the original estimate. These figures don't include the cost of any additional stages so the project will only get more expensive.

The government should be trying to discourage people from driving into the city. Traffic in the city is already congested with the recent closure of George St this has only gotten worse. There is nowhere near enough parking in the city to accommodate the vehicles that are already there without the increase of traffic coming from the WestConnex.

The Government should be spending the money on improving the public transport into and around Sydney, encouraging people to leave their cars at home. Public transport would be faster for people to get into the city, reduce the carbon emissions from exhaust fumes, and decongest the inner city and surrounding suburbs.

I am aware that the roads will need to be updated at some point, but would it not be better to widen the already existing M5? Widening the M5 would cause much less damage to the surrounding suburbs because the highway already exists. Traffic would follow the existing path leaving the inner city suburbs safe for locals and tourists alike to enjoy, rather than turning it into a thoroughfare for traffic from the western suburbs.

I have been speaking to local residents around Alexandria, Erskineville and Newtown and haven't found anyone who doesn't think the WestConnex St Peters Interchange will be a disaster for surrounding suburbs and our entire city.

Regards,
Shannon Riggs
Resident of Alexandria