

From: jo jewitt [REDACTED]
Sent: Monday, 18 January 2016 9:09 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

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

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

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

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

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[Redacted signature]

[Redacted address line 1]

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[Redacted address line 3]

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Sent: Monday, 18 January 2016 9:09 PM
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Doug Munro

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[REDACTED]

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AECOM has been paid \$13 million to do this EIS even though it has just been forced to pay out well over \$200 million for producing overinflated traffic modelling. The company also has an unacceptable conflict of interest, as it has been awarded other WestConnex contracts that depend on the project going ahead.

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given that such clearways will become inevitable if the traffic increases projected in this EIS come to pass. This approach was characteristic of WestConnex's approach to community consultation in general, which involved little more than box-ticking exercises in telling communities what they planned to do, rather than engaging in a genuine needs analysis and feedback process.

The air quality study in this EIS has similar flaws to the M4 East EIS study, which has already been criticised by the NSW EPA and Health Department as being deeply inadequate. The EIS fails to analyse alternatives apart from 'doing nothing' that would have far less impact on emissions. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness, and it is disturbing that the NSW Government is proposing to build a project that will worsen these impacts. The proponent's claim that WestConnex would decrease overall emissions even as it greatly increases the number of vehicle kilometres travelled (VKT) in Sydney would be laughable if the consequences for human health and climate change were not so serious.

The proponent has also failed to assess correctly and handle responsibly asbestos that is already impacting on communities in St Peters, Granville and Erskine Park. Given its failure to identify much asbestos along the M4 in its EIS for the WestConnex M4 Widening project, its contamination analysis for the New M5 must not be accepted at face value.

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

The project would see the destruction of hectares of green space across the entire WestConnex project, including critically endangered Cooks River Ironbark Forest (CRCIF) at Kingsgrove and large parts of Sydney Park.

The impact of hundreds of extra diesel trucks, dust and noise on communities including schools across the whole project will be extreme, but is not adequately assessed in this EIS. The cumulative effect of these should be added to the same problem with the M4 East and other parts of WestConnex, including the additional tollways the proponent is relying on to make its figures work.

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

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

This project will add to the heritage destruction already being caused by the WestConnex M4 East by destroying valuable heritage buildings in St Peters and elsewhere, as well as the environmental destruction caused by the overall WestConnex. I find it disturbing that this proposal overturns the legal protections previously given to the endangered Green and Golden Bell Frogs at Arncliffe and the CRCIF, which renders such protections meaningless.

I also strongly object to billions of dollars of construction contracts being let before this EIS was lodged, and the pressure this places on NSW Government departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

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

Yours sincerely,

Georgie Hawke

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

From: Margaret Moore [REDACTED]
Sent: Tuesday, 19 January 2016 2:42 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

I strongly object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use. I use public transport a lot and it would be great to have it improved in the area rather than more traffic!

I strongly object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste (asbestos) through heavily populated residential suburbs in inner and south-west Sydney to the western suburbs, where it will be dumped without any clear plans or information for communities affected. I live in a very narrow street (Lucy street Ashfield) and we have already had incidences where a heavily laden, two car truck has nearly taken side mirror's form parked cars and narrowly missed mother and her baby in a stroller crossing to go to Hammond Park.

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe, Haberfield and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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

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

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

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

I strongly object to the submissions period for this EIS being held during January when many of the people and institutions that will be most deeply affected by this project are on holidays or unavailable. For example, schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

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

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

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

Yours sincerely,

Margaret Moore

Sydney NSW 2131, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Merrill Martin [REDACTED]
Sent: Tuesday, 19 January 2016 2:20 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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

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

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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,

Merrill Martin

Newtown NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Ruby Chessell [REDACTED]
Sent: Tuesday, 19 January 2016 2:13 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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Yours sincerely,

Ruby Chessell

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Kate Chessell [REDACTED]
Sent: Tuesday, 19 January 2016 2:06 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-

established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

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,

Kate Chessell

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: anthony smith [REDACTED]
Sent: Tuesday, 19 January 2016 1:55 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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

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

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

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

I strongly object to the submissions period for this EIS being held during January when many of the people and institutions that will be most deeply affected by this project are on holidays or unavailable. For example, schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-

established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

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

i hope you realise that smoke stacks in urban areas are a short walk to lung cancer! Also this money could be invested in rail and electric cars buses etc so that pollution is reduced!!

Yours sincerely,

anthony smith

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Susana Santos [REDACTED]
Sent: Tuesday, 19 January 2016 1:42 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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

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

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

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Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-

established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

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,

S Santos

[REDACTED]

[REDACTED]

[REDACTED]

From: Natasa Tasic [REDACTED]
Sent: Tuesday, 19 January 2016 1:30 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

I expect to receive a response to all of my concerns. I am not interested in further lies, white washing, green washing and the out and out lunatic reasoning residents have been subjected to until now.

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls. As it is, the motorways are congested and the traffic flows out into surrounding residential streets.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

I strongly object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from WestConnex. Look at the fiasco that is the Cross City Tunnel. The price keeps creeping up and the public avoid it more and more. It's almost double the original toll price and even less people are using it.

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

I strongly object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use. Please advise why you aren't looking at fast Metro rail tunnels for the Parramatta Road corridor? Why is it so difficult to achieve a comprehensive cycling network to the CBD along or near Parramatta Road?

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

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

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

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

I most strongly object to the selection of tunnelling methods that may damage houses at the surface. In 1998 my home was damaged due to tunnelling for the Eastern Distributor and the home next door to mine collapsed and I helped dig two men out from under the rubble. One of them was dead. You don't just get over something like that. It haunts you. That's outside of the stress of feeling your house shake and slowly crumble day in and day out.

I strongly object to a transport 'solution' that results in a further nine unfiltered exhaust stacks throughout highly populated suburbs. Haven't you people learnt any lessons from the original unfiltered M5 stacks? I guarantee you wouldn't place these near your own home or children. Thanks for killing us slowly. What kind of maggot brained bureaucrat said yes to this idea? It makes as much sense as dredging the Great Barrier Reef and continuing to build coal mines in places like the Liverpool Plains. Oh yeah - LNP politicians are responsible for that too.

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis that does not look at alternatives but instead compares the New M5 project against a ‘do nothing’ scenario to claim a reduction in greenhouse gas emissions. Again, think hard here - give me a better explanation for why you don't have any commitment to sustainability.

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 strenuously object to this flawed analysis.

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

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

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box, but it does not amount to community consultation. The Community Feedback report is misleading. Having worked in contentious areas of community relations for government in the past - do you really think that I don't know what your guided facilitation with a top down approach are really about?

I most strongly object to the submissions period for this EIS being held during January when many of the people and institutions that will be most deeply affected by this project are on holidays or unavailable. For example, schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016!!!!!!

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

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

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

Yeah - I get it. You're trained not to think, have an opinion or speak freely. You're there in your cushy little government job with the golden handcuffs. So maybe you'll shuffle this submission to the bottom of the pile of form letters that you received as you log my details into your database to send me an auto reply. This is a gentle reminder that I did this job too once. And I made sure every voice was heard and every opinion counted. So maybe, just maybe, you'll understand that each and every person who writes you a submission wants to be heard and it's important that they are. You have a role in a democratic process and that involves telling the government everything that is wrong with this proposal. The insanity is that I wouldn't object if this was a good idea. I love change. I love urbanisation, growth and improved amenity. I drive for work every day and our roads are already at capacity. Building more roads that begin and end at the very roads that are already clogg

ed is a fools errand. Because of the nature of the services provided by my company, I need to travel from site to site daily. I don't need more tolls, roads, people on the roads commuting to and from a fixed workplace. What I need is a government who is committed towards improving the flow of people in an efficient and sustainable way that improves the overall health of Sydneysiders, creates innovative solutions to moving people from place to place and sends heavy traffic away from the city centre.

Try harder. This solution is beneath you.

Yours sincerely,

Natasa Tasic

Petersham NSW 2049, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Marianne Oxford [REDACTED]
Sent: Tuesday, 19 January 2016 12:09 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

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

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

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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.

We need better public transport, we can save our flora and fauna, our wetlands, our health, our children's health. Tempe, St Peters and surrounding suburbs are heavily populated family areas.

Why are you doing this?

Yours sincerely,

Marianne Oxford

Tempe NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Brian Stephenson [REDACTED]
Sent: Monday, 18 January 2016 11:52 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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Yours sincerely,

Brian Stephenson

Sydney NSW 2131, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Gavin Prendergast [REDACTED]
Sent: Monday, 18 January 2016 11:45 PM
To: DPE CSE Information Planning Mailbox
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Gavin Prendergast

Sydney NSW 2032, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Natalie Fitzroy [REDACTED]
Sent: Monday, 18 January 2016 11:28 PM
To: DPE CSE Information Planning Mailbox
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Yours sincerely,

2042 Fitzroy

Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: David Longfield [REDACTED]
Sent: Monday, 18 January 2016 11:23 PM
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A large black rectangular redaction box covering the signature area.

[REDACTED]

[REDACTED]

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

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

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Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-

established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

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,

Karen Tinman

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Marion Davis [REDACTED]
Sent: Monday, 18 January 2016 11:21 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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

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

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

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

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

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

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

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

I would like the following issues in the EIS addressed:

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

Yours sincerely,

Marion Davis

Canberra ACT 2617, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Ian Fraser [REDACTED]
Sent: Monday, 18 January 2016 11:08 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

I expect to receive a response dealing with each of my concerns.

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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

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Yours sincerely,

Ian Fraser

[REDACTED]

[REDACTED]

[REDACTED]

From: Katie Skinner [REDACTED]
Sent: Monday, 18 January 2016 11:07 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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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.

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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Yours sincerely,

Katie Skinner

Dulwich Hill NSW 2203, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Anthony Buxey [REDACTED]
Sent: Monday, 18 January 2016 11:00 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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Yours sincerely,

Anthony Buxey

Sydney NSW 2131, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Jeremy Thomson [REDACTED]
Sent: Monday, 18 January 2016 10:51 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

Yours sincerely,

Jeremy Thomson

Sydney NSW 2205, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Kerry Rawlins [REDACTED]
Sent: Monday, 18 January 2016 10:49 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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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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Yours sincerely,

Kerry Rawlins

Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Kerrie Pierce [REDACTED]
Sent: Monday, 18 January 2016 10:48 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

Kerrie Pierce

Dulwich Hill NSW 2203, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 10:42 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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[REDACTED]

[REDACTED]

[REDACTED]

From: daniel goodacre [REDACTED]
Sent: Monday, 18 January 2016 10:39 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

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

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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Yours sincerely,

Kim Cheng Ly

Sydney NSW 2134, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Murray Harris [REDACTED]
Sent: Monday, 18 January 2016 10:38 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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Yours sincerely,

Murray Harris

Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Justin Moyes [REDACTED]
Sent: Monday, 18 January 2016 10:37 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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Yours sincerely,

Justin Moyes

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: mira uher [REDACTED]
Sent: Monday, 18 January 2016 10:29 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

mira uher

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Jessica Mcculloch [REDACTED]
Sent: Monday, 18 January 2016 10:28 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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

Yours sincerely,

Jessica Mcculloch

Sydney NSW 2038, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Thomas Dundas [REDACTED]
Sent: Monday, 18 January 2016 10:27 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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

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

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

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

I strongly object to the submissions period for this EIS being held during January when many of the people and institutions that will be most deeply affected by this project are on holidays or unavailable. For example, schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-

established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

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Yours sincerely,

Thomas Dundas

Darlinghurst NSW 2010, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 10:20 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

[REDACTED]

[REDACTED]

[REDACTED] do

From: Louise Davis [REDACTED]
Sent: Monday, 18 January 2016 10:18 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

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

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

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

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

AECOM has been paid \$13 million to do this EIS even though it has just been forced to pay out well over \$200 million for producing overinflated traffic modelling. The company also has an unacceptable conflict of interest, as it has been awarded other WestConnex contracts that depend on the project going ahead.

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given that such clearways will become inevitable if the traffic increases projected in this EIS come to pass. This approach was characteristic of WestConnex's approach to community consultation in general, which involved little more than box-ticking exercises in telling communities what they planned to do, rather than engaging in a genuine needs analysis and feedback process.

The air quality study in this EIS has similar flaws to the M4 East EIS study, which has already been criticised by the NSW EPA and Health Department as being deeply inadequate. The EIS fails to analyse alternatives apart from 'doing nothing' that would have far less impact on emissions. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness, and it is disturbing that the NSW Government is proposing to build a project that will worsen these impacts. The proponent's claim that WestConnex would decrease overall emissions even as it greatly increases the number of vehicle kilometres travelled (VKT) in Sydney would be laughable if the consequences for human health and climate change were not so serious.

The proponent has also failed to assess correctly and handle responsibly asbestos that is already impacting on communities in St Peters, Granville and Erskine Park. Given its failure to identify much asbestos along the M4 in its EIS for the WestConnex M4 Widening project, its contamination analysis for the New M5 must not be accepted at face value.

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

The project would see the destruction of hectares of green space across the entire WestConnex project, including critically endangered Cooks River Ironbark Forest (CRCIF) at Kingsgrove and large parts of Sydney Park.

The impact of hundreds of extra diesel trucks, dust and noise on communities including schools across the whole project will be extreme, but is not adequately assessed in this EIS. The cumulative effect of these should be added to the same problem with the M4 East and other parts of WestConnex, including the additional tollways the proponent is relying on to make its figures work.

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

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

This project will add to the heritage destruction already being caused by the WestConnex M4 East by destroying valuable heritage buildings in St Peters and elsewhere, as well as the environmental destruction caused by the overall WestConnex. I find it disturbing that this proposal overturns the legal protections previously given to the endangered Green and Golden Bell Frogs at Arncliffe and the CRCIF, which renders such protections meaningless.

I also strongly object to billions of dollars of construction contracts being let before this EIS was lodged, and the pressure this places on NSW Government departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

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

[REDACTED]

[REDACTED]

[REDACTED]

From: Zoe Sweeney [REDACTED]
Sent: Monday, 18 January 2016 10:15 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

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

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

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

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

AECOM has been paid \$13 million to do this EIS even though it has just been forced to pay out well over \$200 million for producing overinflated traffic modelling. The company also has an unacceptable conflict of interest, as it has been awarded other WestConnex contracts that depend on the project going ahead.

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given that such clearways will become inevitable if the traffic increases projected in this EIS come to pass. This approach was characteristic of WestConnex's approach to community consultation in general, which involved little more than box-ticking exercises in telling communities what they planned to do, rather than engaging in a genuine needs analysis and feedback process.

The air quality study in this EIS has similar flaws to the M4 East EIS study, which has already been criticised by the NSW EPA and Health Department as being deeply inadequate. The EIS fails to analyse alternatives apart from 'doing nothing' that would have far less impact on emissions. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness, and it is disturbing that the NSW Government is proposing to build a project that will worsen these impacts. The proponent's claim that WestConnex would decrease overall emissions even as it greatly increases the number of vehicle kilometres travelled (VKT) in Sydney would be laughable if the consequences for human health and climate change were not so serious.

The proponent has also failed to assess correctly and handle responsibly asbestos that is already impacting on communities in St Peters, Granville and Erskine Park. Given its failure to identify much asbestos along the M4 in its EIS for the WestConnex M4 Widening project, its contamination analysis for the New M5 must not be accepted at face value.

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

The project would see the destruction of hectares of green space across the entire WestConnex project, including critically endangered Cooks River Ironbark Forest (CRCIF) at Kingsgrove and large parts of Sydney Park.

The impact of hundreds of extra diesel trucks, dust and noise on communities including schools across the whole project will be extreme, but is not adequately assessed in this EIS. The cumulative effect of these should be added to the same problem with the M4 East and other parts of WestConnex, including the additional tollways the proponent is relying on to make its figures work.

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

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

This project will add to the heritage destruction already being caused by the WestConnex M4 East by destroying valuable heritage buildings in St Peters and elsewhere, as well as the environmental destruction caused by the overall WestConnex. I find it disturbing that this proposal overturns the legal protections previously given to the endangered Green and Golden Bell Frogs at Arncliffe and the CRCIF, which renders such protections meaningless.

I also strongly object to billions of dollars of construction contracts being let before this EIS was lodged, and the pressure this places on NSW Government departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

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

Yours sincerely,

Zoe Sweeney

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

From: Anna Edwards [REDACTED]
Sent: Monday, 18 January 2016 10:13 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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This project will add to the heritage destruction already being caused by the WestConnex M4 East by destroying valuable heritage buildings in St Peters and elsewhere, as well as the environmental destruction caused by the overall WestConnex. I find it disturbing that this proposal overturns the legal protections previously given to the endangered Green and Golden Bell Frogs at Arncliffe and the CRCIF, which renders such protections meaningless.

I also strongly object to billions of dollars of construction contracts being let before this EIS was lodged, and the pressure this places on NSW Government departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

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

Yours sincerely,

Anna Edwards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Jennifer Christie [REDACTED]
Sent: Tuesday, 19 January 2016 7:38 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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

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

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

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

I strongly object to the submissions period for this EIS being held during January when many of the people and institutions that will be most deeply affected by this project are on holidays or unavailable. For example, schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-

established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

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

I strongly object to vast sums of taxpayers money being spent on a road system that will benefit relatively few people in NSW and create negative impacts on many more than it serves.

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,

Jennifer Christie

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Louisa Carr [REDACTED]
Sent: Tuesday, 19 January 2016 7:38 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

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

Yours sincerely,

Louisa Carr

Sydney NSW 2206, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Yvonne Rich [REDACTED]
Sent: Tuesday, 19 January 2016 7:36 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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Yours sincerely,

Yvonne Rich

Sydney NSW 2040, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Lara Pash [REDACTED]
Sent: Tuesday, 19 January 2016 7:35 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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Yours sincerely,

Lara Pash

Sydney NSW 2016, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: James Talbot [REDACTED]
Sent: Tuesday, 19 January 2016 7:28 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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Yours sincerely,

James Talbot

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Dr Donna West Brett [REDACTED]
Sent: Tuesday, 19 January 2016 7:27 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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

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

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Yours sincerely,

Dr Donna West Brett

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 19 January 2016 7:13 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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[REDACTED]

[REDACTED]

[REDACTED]

From: Sharon Birrell [REDACTED]
Sent: Tuesday, 19 January 2016 7:10 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

Sharon Birrell

Sydney NSW 2040, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Joyce Conte [REDACTED]
Sent: Tuesday, 19 January 2016 7:05 AM
To: DPE CSE Information Planning Mailbox
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Yours sincerely,

Joyce Conte

Sydney NSW 2132, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Trisha Dean [REDACTED]
Sent: Tuesday, 19 January 2016 6:51 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

What is the rationale for building flyovers over Sydney Park at St Peters - This park has evolved through hard work and community support over the last 25 years. It is the Centennial Park of the inner west. This motorway will destroy the ambience of this wonderful natural setting - much to the detriment of the people, animals, birdlife who now enjoy the park. Please do not do this.

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents

of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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

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

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

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

I strongly object to the submissions period for this EIS being held during January when many of the people and institutions that will be most deeply affected by this project are on holidays or unavailable. For example, schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

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

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

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

Yours sincerely,

Trisha Dean

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Nicole Chessell [REDACTED]
Sent: Tuesday, 19 January 2016 6:50 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

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Yours sincerely,

Nicole Chessell

Sydney NSW 2050, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Ashar Salia [REDACTED]
Sent: Tuesday, 19 January 2016 6:46 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the 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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Yours sincerely,

Ashar Salia

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Leonie Dean [REDACTED]
Sent: Tuesday, 19 January 2016 6:41 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to neighbouring suburbs. When complete, the New M5 will bring an extra 50,000 cars per day into surrounding suburbs. The proponent estimates that key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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Yours sincerely,

Leonie Dean

[Redacted signature block]

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[Redacted signature block]

From: Sarah Davidson [REDACTED]
Sent: Tuesday, 19 January 2016 6:33 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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

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

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

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

I strongly object to the submissions period for this EIS being held during January when many of the people and institutions that will be most deeply affected by this project are on holidays or unavailable. For example, schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-

established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

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

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

Yours sincerely,

Sarah Davidson

Sydney NSW 2049, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: David Skidmore [REDACTED]
Sent: Tuesday, 19 January 2016 6:31 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,

David Skidmore

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Melanie Elphick [REDACTED]
Sent: Tuesday, 19 January 2016 6:28 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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Yours sincerely,

Melanie Elphick

Sydney NSW 2048, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Marita Dortins [REDACTED]
Sent: Tuesday, 19 January 2016 6:17 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

Marita Dortins

St Peters NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Danielle Smith [REDACTED]
Sent: Tuesday, 19 January 2016 6:11 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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Yours sincerely,

Danielle Smith

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 19 January 2016 6:03 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational.

This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.
- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.
- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.
- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

[REDACTED]

[REDACTED]

[REDACTED]

From: Rowan Richards [REDACTED]
Sent: Tuesday, 19 January 2016 5:46 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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

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

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

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

I strongly object to the submissions period for this EIS being held during January when many of the people and institutions that will be most deeply affected by this project are on holidays or unavailable. For example, schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-

established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

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

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

Yours sincerely,

Rowan Richards

Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Stephen Cox [REDACTED]
Sent: Tuesday, 19 January 2016 4:52 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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Yours sincerely,

Stephen Cox

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Allister Morris [REDACTED]
Sent: Tuesday, 19 January 2016 8:32 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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

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

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

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

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional.

It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will meet its goals. It should be rejected on that basis alone.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Allister Morris

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Mark Wardle [REDACTED]
Sent: Tuesday, 19 January 2016 8:31 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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

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

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

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

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional.

It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will meet its goals. It should be rejected on that basis alone.

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

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

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

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Yours sincerely,

Mark Wardle

Sydney NSW 2193, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Kitty Reddington [REDACTED]
Sent: Tuesday, 19 January 2016 8:29 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Kitty Reddington

[REDACTED]

[REDACTED]

[REDACTED]

From: Mark Ottignon [REDACTED]
Sent: Tuesday, 19 January 2016 8:28 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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

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

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

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

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional.

It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will meet its goals. It should be rejected on that basis alone.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Mark Ottignon

11 London Street

Enmore NSW 2042

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 19 January 2016 8:17 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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

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

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

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

I strongly object to the submissions period for this EIS being held during January when many of the people and institutions that will be most deeply affected by this project are on holidays or unavailable. For example, schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-

established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

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

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

[REDACTED]

[REDACTED]

[REDACTED]

From: Adele Luxford [REDACTED]
Sent: Tuesday, 19 January 2016 8:13 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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

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

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Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-

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

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,

Adele Luxford

Sydney NSW 2045, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Wendy Fraser [REDACTED]
Sent: Tuesday, 19 January 2016 8:10 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-

established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

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

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

Yours sincerely,

Wendy Fraser

Sydney NSW 2048, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 19 January 2016 8:08 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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[REDACTED]

[REDACTED]

[REDACTED]

From: Jenny Dollin [REDACTED]
Sent: Tuesday, 19 January 2016 8:04 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

Jenny Dollin

New South Wales 2774, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Clifford Plumptre [REDACTED]
Sent: Tuesday, 19 January 2016 7:54 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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Clifford Plumptre

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Scott Whitelaw [REDACTED]
Sent: Tuesday, 19 January 2016 7:53 AM
To: DPE CSE Information Planning Mailbox
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Yours sincerely,

Paul George

Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Kerrie Murphy [REDACTED]
Sent: Tuesday, 19 January 2016 7:49 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the impact on traffic the New M5 will bring to my local suburbs. When complete, the New M5 will cause an extra 50,000 cars per day into our suburbs. The proponent estimates our key local roads, such as King Georges, Stoney Creek, Canterbury, Forest, and Moorefields will need to absorb this additional traffic due to motorists avoiding the tolls.

I strongly object to the public announcements that King Georges Road will have a 49% improvement in travel time, yet the EIS acknowledges that the current LoS-F (Level of Service) will be the same with or without WestConnex.

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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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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Yours sincerely,

Kerrie Murphy

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Linda Blair [REDACTED]
Sent: Tuesday, 19 January 2016 7:48 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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Yours sincerely,

Linda Blair

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Melissa Markos [REDACTED]
Sent: Tuesday, 19 January 2016 7:41 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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Yours sincerely,

Melissa Markos

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

From: Yvonne Rich [REDACTED]
Sent: Tuesday, 19 January 2016 7:39 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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

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

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

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

I strongly object to further deterioration to our amenity that this project will cause. Statements such as “the narrowed pedestrian access around the edge of the widened portion of the M5 East Motorway would not be out of character” completely dismisses the significant change to our urban environment with the legacy M5.

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

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

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

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

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

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

I strongly object to the submissions period for this EIS being held during January when many of the people and institutions that will be most deeply affected by this project are on holidays or unavailable. For example, schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

Whole communities will be disastrously impacted by this project. The social impact study - which is even less detailed than the inadequate one done for the WestConnex M4 East EIS - should be rejected, as it ignores well-

established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut and paste and is insulting to residents, both those who are being forced to sell and those who will stay.

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

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

Yours sincerely,

Yvonne Rich

Sydney NSW 2040, Australia

[REDACTED]

[REDACTED]

[REDACTED]

302, Belmont Street
Alexandria
NSW 2015
14th January 2016



PCU063668

876

Submission: WestConnex New M5 Environmental Impact Statement (SSI 14_6788)

To the Director, Major Planning Assessments, Department of Planning

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

Global experience of major toll road construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and encourage more car use, quickly filling the increased road capacity. It is not a long-term solution to Sydney's congestion problem.

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

This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal because:

Best use of money for public transport

The debt for this project will never be repaid. Sections of it are yet to be funded. The whole state will be paying for this but only a small minority of people will actually use it.

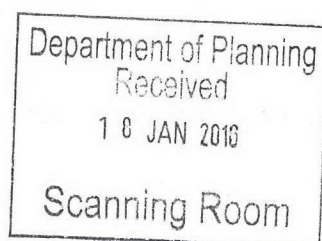
- The funding for Westconnex has not truly been compare to any alternatives. There is an inadequate amount of information about public transport alternatives in the EIS. The whole project needs to go back to the design table and re-evaluate the value for money compared with public transport options
- Public transport will TAKE CARS OFF THE ALREADY CONGESTED ROADS
- Public transport will reduce the carbon emissions compared to encouraging more cars onto our roads

Health

The particulate matter in the atmosphere around St Peters/Alexandria is already high. With the exhaust stacks and the emission from 70,000 cars per day coming out of the tunnel this will escalate the level of air pollution well beyond World health Organisation guidelines. The health costs of increased respiratory complaints will soar. People will die.

Effect on wild life and human recreation

The government has just spent 3 million dollars on transforming Sydney Park for recreation and water harvesting. With Westconnex, 12 metres of the southern side of the park will be lost along with many old native trees. People – young and old - using the park and Alan



1 of 3

Davison Oval will be affected by noise pollution and increased car emissions. Wild life will be affected by the loss of trees and increased noise and air pollution

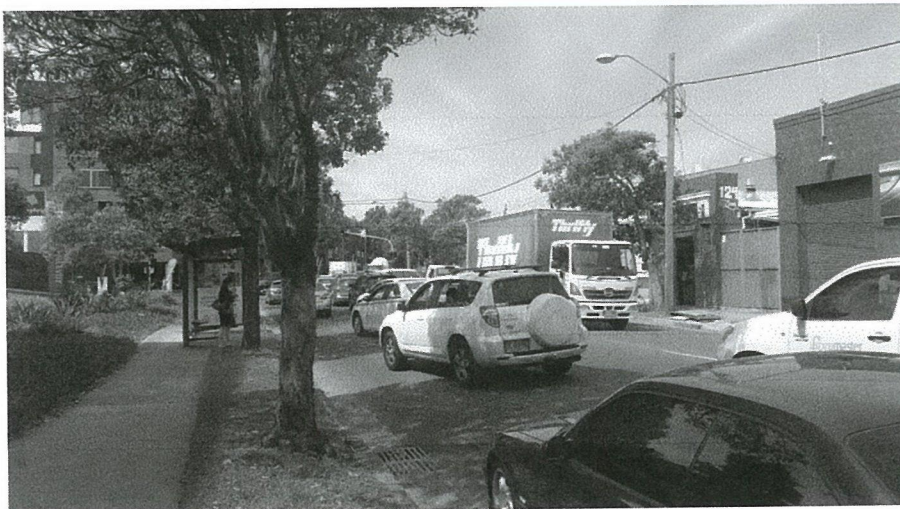
The WestConnex project will also lead to the destruction of more than 75 hectares of vegetation, including endangered Turpentine Iron Bark Forest and the critically endangered Cooks River Castlereagh Iron Bark Forest. The habitat of the vulnerable Green and Golden Bell Frog at Kogarah Golf Course at Arncliffe will also be slashed by the New M5.

Traffic congestion

The government can be applauded for its initiative to introduce light rail public transport in the city. This is to reduce the vehicular traffic in the already congested city. The Westconnex will have a deleterious, negative effect on this initiative by driving more cars into the city.

The roads are already at capacity. 70,000 cars per day pouring in and out of the Westconnex tunnel will bring our roads to a standstill

These images of Euston Road were taken out of peak hour. Traffic is beyond capacity now - compound this with an additional 70,000 cars !



Parking

Parking in the Alexandria area is difficult now and that is without the completion of the Ashmore Estate and all the other building developments in the area – and let us not forget the Mascot and Green Square developments which will pour thousands more cars onto the roads already congested with Westconnex users

The small residential streets around Alexandria will become thoroughfares for traffic trying to escape Euston Road. Many of these roads and laneways are narrow and not able to take an increased load of traffic and become dangerous for residents and their children

Cost

The Westconnex debt will never be paid off. Predictions of usage like other tunnels in Sydney will fall, building and maintenance will continue to be an ongoing cost. People driving in from the west will be paying \$20 per day which will rise with inflation and they will turn to other means of transport or other routes, to avoid the toll.

A public transport system would be cheaper to set up and maintain and be significantly more friendly to the environment – less emissions, less pollution

I agree that I have not donated more than \$1000 to any political party, elected member, group or candidate within this financial year. I have never made a political donation
I agree to the NSW Planning Department publishing my submission on their website, including any personal details it contains.

Yours faithfully

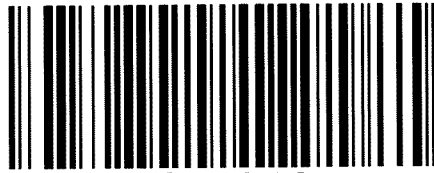


Maggie Aitken

E: maggie.aitken@tpg.com.au

M: 0404 429 005

21 January 2016



PCU063756

Denis Lloya ALLISON
36 George Street
NORTH STRATHFIELD
NSW 2137

877

NSW Dept of Planning and Environment
GPO Box 39 Sydney NSW 2001

Department of Planning
Received
25 JAN 2016
Scanning Room

Dear Sir

NEW M5 East Provision for Bicycles

I refer to the EIS on the above and note that due to works on this road and King George Rd upgrade that bicycles will be excluded from the present M5 between King Georges Road and Berley Road for good. The alternate pedestrian/cycleway along this part of M5 is OK but cyclists need to cross Kingsgrove Road which the M5 avoids in the form of an overpass. You also mention cyclists need to cross Cooookongatta Rd which again the M5 East avoids by going under this road.

I would also like to see definite plans for a proper cycleway alternative along the M5 like the cycleway on the M7 between Bella Vista and Prestons and the Lane Cove Tunnel, from Macquarie Park to Naremburn. This request also applies to the M4 from Hornsby to Cammeray and also to the M5 at St. Peters. This is despite the EIS mentioning numerous cycleways in these areas.

I finally briefly mention the buildings of these roads to cater for increased truck movement of freight which you say improving freight railways would not cope with increase in freight. While in the railway industry from July 1967 to March 2002 I found there were several freight only rail lines or lines shared with freight from Messengers rail line, along with numerous rail sidings for many firms. Unfortunately these have virtually vanished with the result of many now trucks many with signs larger than most other countries in the world would allow you consider.

K. L. Lloya. / Denis Lloya ALLISON



Director Infrastructure Projects
 Planning Services
 Department of Planning and Environment

RE: APPLICATION SSI 6788

Dear Director.

I have resided in Erskineville for 26 years and one of the great joys of the place has been watching Sydney Park emerge from the flat featureless piece of industrial wasteland it was back then into the maturing parkland with hills and lakes, pockets of bush and wide open green spaces that it is today. It still has a way to go but in ten or twenty years time it will rival Centennial Park as a great natural resource and place of recreation.

Or it will if its development is not seriously blighted by the proposed encroachment of the West Connex M5 automotive vomitory at the doorstep of the park.

I'm am alarmed at the way this road project is being prioritised above the natural and social value of the park.

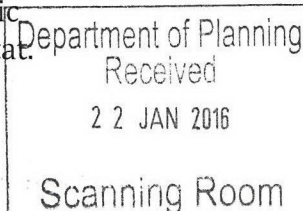
I object to the planned chopping down of mature paperbarks along the edges of the park and narrowing of the parkland to widen roads when the new M5 empties its traffic into the surrounding streets.

I object to the location of a ventilation stack in or adjacent to the park, the more-so in the absence of guarantees that its discharge will be filtered to remove unhealthy components.

I object to the commandeering of a section of parkland to house construction work.

All of this in aid of a road link that will simply enter increased volumes of traffic into already congested streets. How many vehicle operators will want to pay for the privilege of being delivered into an atrocious inner west traffic jam? The subsequent linking of this toll road to other toll roads is years or even decades into the future, in the meantime the traffic situation will become increasingly intolerable. Wouldn't these resources be better utilised in improving all types of public transport and reducing the demand for road traffic?

The futility of the West Connex New M5 simply compounds my anger at the proposed desecration of Sydney Park. It might be argued that the intrusion into the park itself is marginal but a. I don't believe the announced limits will be adhered to and b. the exposure of the park to increased traffic and toxic ventilation will permanently damage the tranquillity of this vital habitat.



Infrastructure comes in many guises and open spaces do every bit as much to ensure the liveability of a city as (hypothetically) faster travel times.

I urge a massive re-think of this misbegotten project.

Yours faithfully,

A handwritten signature in black ink, reading "John Alsop". The signature is written in a cursive, slightly slanted style.

John Alsop
17 Park Street
Erskineville NSW 2043

johnalsop@optusnet.com.au



Mr Stephen ARAPA
14 Jennings Street
ALEXANDRIA NSW 2015

4 January 2016

Director Infrastructure Projects
Planning Services
Department of Planning and Environment
Application Number SS1 6788
GPO Box 39
SYDNEY NSW 2001

Department of Planning
Received
15 JAN 2016
Scanning Room

RE: OBJECTION TO WESTCONNEX

I am writing to express my full objection to the Westconnex proposal. This type of roadwork will only dump thousands of additional vehicles onto already congested local roads and drivers will avoid the new toll by running through surrounding residential streets.

Being a long time resident of Alexandria this will no doubt increase my travel time, thus impacting on my well being.

As I am an inner city occupant, I frequently use Sydney Park as my preferred recreational space. By planning the interchange around the park, along with a high volume multi lane roads, this will no doubt result in cutting off my easy access route, making it difficult for me to commute to this area.

The air quality will worsen due to the vast amount of traffic and being an asthmatic this will have a detrimental effect of my already failing health.

In my opinion the money spent on this road would be far better used on much needed public transport. This would be a stronger solution rather than creating a traffic issue.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'S. Arapa'. The script is cursive and fluid, with the first letter 'S' being particularly large and stylized.

Stephen ARAPA



PCU063487

27 December 2015

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

Department of Planning
Received
4 JAN 2016
Scanning Room

Dear Sir/Madam

Re: WestConnex St Peters Interchange

I have lived Newtown and Alexandria for 25 years. During that time I have watched traffic congestion increase to the point where I have to walk, cycle or take the bus if I want to move around the area. If I want to drive in or out of the area, I have to allow considerable extra time for the car to inch through the grid-locked traffic.

The planned WestConnex will exacerbate this difficult situation to the point that it is hard to imagine how it can continue to be a place where people want to live or work.

My family and I also use Sydney Park almost daily – to walk, run and use the bike centre and children's playground. It is a wonderful community facility, enjoyed by locals as well as people from elsewhere. Pedestrian access will be more difficult if it is surrounded by multi-lane highways and air quality will suffer.

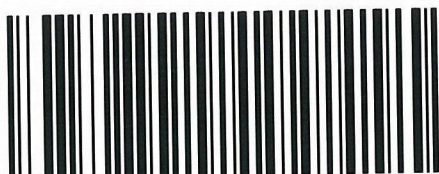
Drivers who want to avoid the toll on the new roads will attempt to find alternative routes through the surrounding streets. The increased traffic will make these streets hazardous to local residents, many of whom are children and elderly people.

I urge you to take these concerns seriously. It would be far preferable to invest the money on public transport. Sydney is promoted as a world-class city but the poor public transport is lamentable and frustrates international visitors as well as Sydney-siders.

Yours sincerely

Leah Bloomfield

30 Queen St, Beaconsfield 2015.



PCU063553

Robert Bolton
20 Chalder st
Newtown
NSW 2042
Jan 2, 2016

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

Dear Director of Infrastructure Projects,

Re: West Connex, St Peters Interchange

I object to the construction of this interchange.

In the strongest terms I urge you to reconsider the strategy behind this road. Building more roads is simply not the way to make Sydney prosper.

The best way to make Sydney more productive and competitive is to build better public transport for residents and encourage use of rail by companies wanting to move freight.

It is evident that if you build a road more people use cars to travel and in no time at all the road becomes congested. The road is widened – as has happened on a number of routes into the city – and in no time at all the widened road becomes congested again.

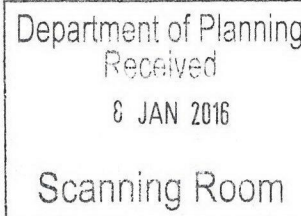
But if you build public transport, especially light and heavy rail, capacity can be expanded at relatively little cost to meet demand.

The economic value of public transport has been proven repeatedly in Sydney. As soon as a new public transport hub or railway station is approved, property prices soar as developers rush to build above and around it – think of the north-west rail link, the light rail to south-east Sydney or the recent decision to build a metro stop at Waterloo.

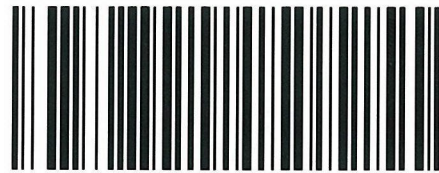
Property developers are a good bell-weather of what is economically workable. If they are putting their money behind public transport that is a signal to state government that it should be encouraging light rail, heavy rail and even more busses. It should not be encouraging more use of private vehicles.

Sincerely,

Robert Bolton



Act Now!



PCU063490

882

*Dear Director of Infrastructure Projects
I am strongly opposed to the destructive and
ill-conceived WestConnex project for all the
below reasons. Thanks Anna Brainowski*

The WestConnex St Peters Interchange will be a disaster for surrounding suburbs and our entire city.

- **It will dump thousands of additional vehicles onto already congested local roads.**

Euston Road and Campbell Road will become six lane highways, with traffic on Euston Road alone increasing from 5,000 to 50,000 vehicles a day. Sydney Park – a vital regional park for city residents – will be surrounded by high volume multi-lane roads.

- **WestConnex will build a construction compound on the south side of Sydney Park** on an area of open space that is currently used for public recreation.

- **Suburbs such as Green Square, Alexandria, Erskineville, Ashmore and Redfern will be heavily impacted by increased traffic.** The Government's media release on the project actually boasts that it will "take motorists to areas such as the southern part of Alexandria, Green Square and Redfern" but is silent on what they will do when they then enter the already overcrowded road network.

- **The WestConnex business case admits** that drivers will avoid the new tolls by rat running through surrounding residential streets.

- **The extra traffic will worsen local air quality.**

- **The character and viability of King Street** – one of the best loved streets in Sydney – will be threatened.

- The EIS claims that the construction of the third stage of WestConnex linking the New M5 and M4 will reduce traffic flowing out of the St Peters Interchange – **but that link has not yet been designed or funded.** Even if it is built, traffic will increase massively on roads around the Interchange.

- **The money spent on the New M5** – estimated at \$5 billion – would be better spent on public transport.

- **The cost of WestConnex just keeps increasing.** The updated business case says it will cost \$16.8 billion – up from \$14.8 billion and an original estimate of \$10 billion – but this doesn't include the cost of additional stages. All that we know for certain is that costs will keep going up, draining even more money from real transport solutions for Sydney.

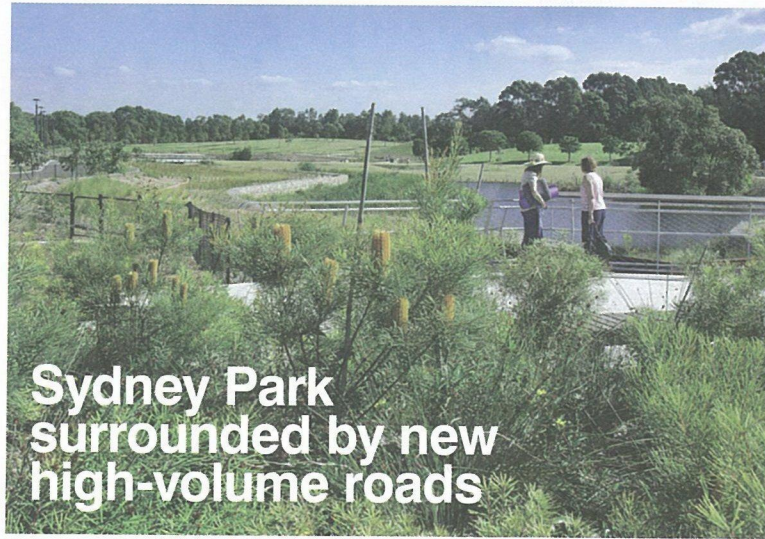
Make a submission now to the NSW Dept of Planning opposing the WestConnex New M5 St Peters Interchange:

www.cityofsydney.nsw.gov.au/StopWestConnex

or write to:

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

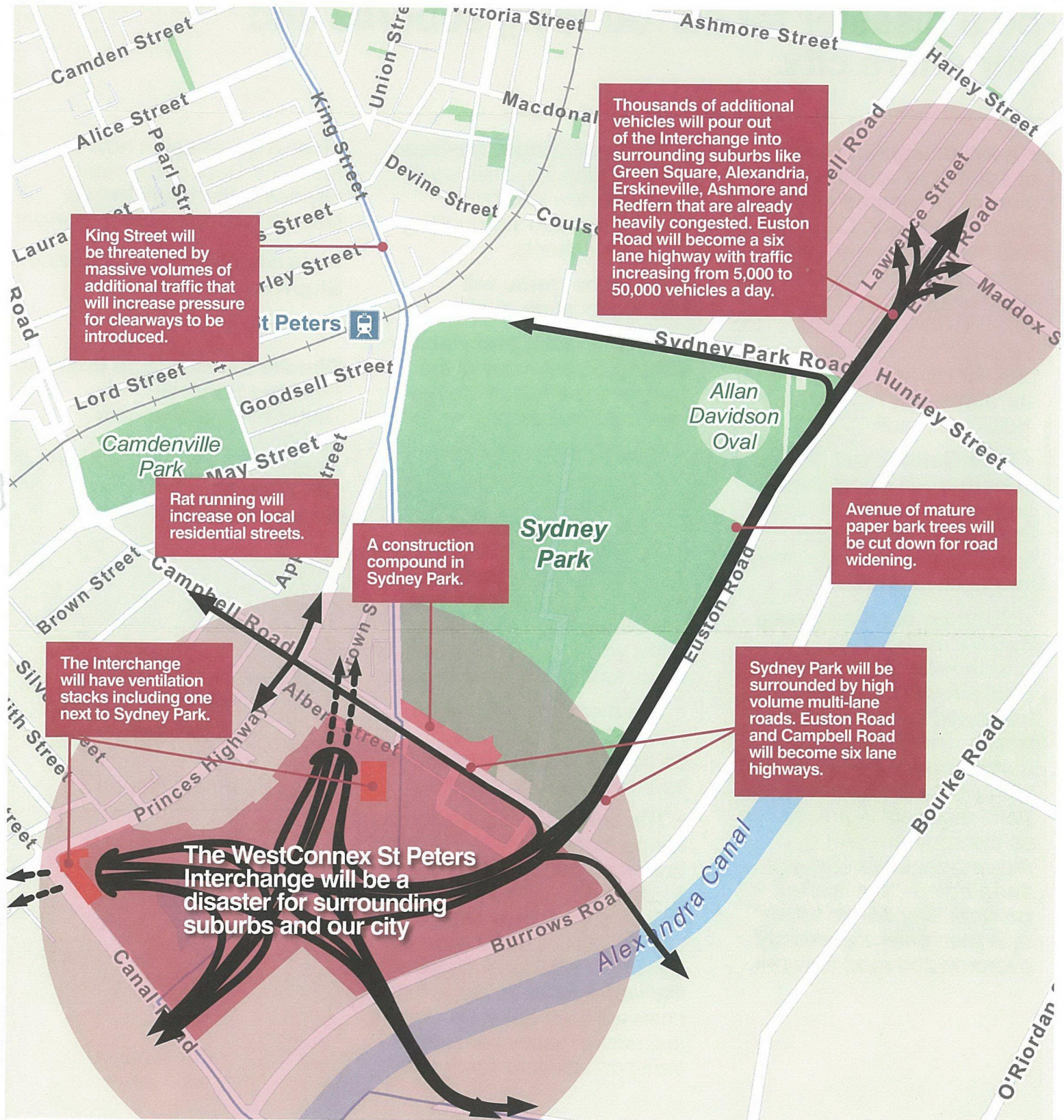
Department of Planning
Received
4 JAN 2016
Scanning Room



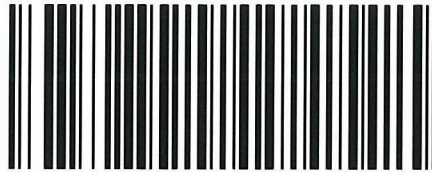
**Sydney Park
surrounded by new
high-volume roads**



**King Street
threatened**



3 January 2016



PCU063534

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

Department of Planning
Received
7 JAN 2016
Scanning Room

Dear Sir

As a full time working mother who cares for a mother, I do not have the time to register objections to public/community matters that I should. However my deep concern regarding the effect of the proposed WestConnex St Peters Interchange on the shaping of Sydney and wellbeing of future generations is causing this every day, ordinary common Aussie to today submit a strong objection.

My concerns are as follows:

1. My neighbourhood (Victoria Park) has given couples who could never afford to buy a house, an opportunity to raise children while living in a unit. Sydney Council has worked hard at influencing developers in the area to provide garden space within developments as children's play space.

The benefits of this area to young families will be at risk due to increased traffic, pollution (incidence of asthma on the increase in Sydney) as per points below.

2. Loss of public recreation space at the loved Sydney Park.
3. Already needing increased traffic to be addressed in Erskineville, Alexandria, Redfern and Zetland/Green Square – your proposal is increasing overcrowding, not improving.
4. Worsened air quality due to extra traffic. Why would you do that to your fellow citizens?
5. Avoidance of much needed public transport. I am forced to drive to work at Petersham in 15 minutes when I could keep my car off the road and catch the bus. I calculated this would take one hour and ten minutes. Hello!
6. Lack of consideration regarding cost of a polluting anti-family project as opposed to cost of improving transport in the area.
7. Threatening the character of King Street Newtown which all Sydney siders enjoy.
8. The recent development of businesses, character and charm in the Erskineville, Alexandria, Redfern, Rosebery, Green Square area will be also be threatened/undone.

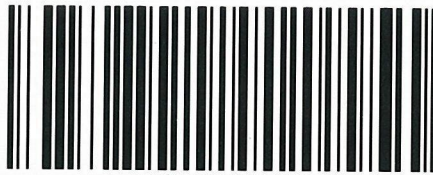
9. Money spent on development and promotion of a project that will knowingly undo the good work that has been done in Sydney's inner city areas over the last few years.

I ask you to look inside yourselves and think about the world your children and grandchildren will live in. Sydney is your home – have some pride in your own city. Remember all those environment projects to did year after year in primary school and retract this destructive proposal.

Yours faithfully



Stephanie Chesher



7 December 2015

Our Ref: 2015/639643-01
File No: S112830

Ms Karen Jones
Director Transport Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Ms Jones,

WestConnex New M5 Exhibition Period

I refer to your letter regarding the WestConnex New M5 EIS exhibition period. The exhibition period commenced on 27 November 2015 and closes on 29 January 2016.

I would like to request an extension of the exhibition period to 1 March 2015.

As stated, the project is a component of the WestConnex scheme involving a 33km motorway. This is the largest road building scheme ever undertaken in NSW. The EIS documentation runs to some 7,000 pages of technical information. It will take considerable time and effort by City staff to fully assess the EIS and respond in a meaningful way on behalf of the community. To ensure the community is properly represented it is necessary to ensure Councillors have the opportunity to review and comment on the City's submission prior to lodgement.

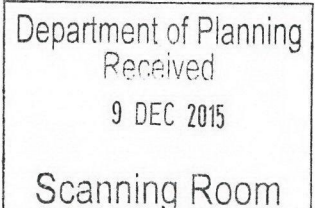
The December and January period is challenging.

An extension of the EIS exhibition period will facilitate meaningful public consultation which I believe is the Department's intention through the EIS process.

Should you wish to speak with a Council officer about the EIS exhibition period please contact Bryony Cooper, Executive Manager City Access and Transport, on 9265 9333 or at bcooper@cityofsydney.nsw.gov.au

Yours sincerely

Monica Barone
Chief Executive Officer



Director Infrastructure Projects
 Planning Services
 NSW Department of Planning and Environment
 GPO Box 39
 Sydney NSW 2001



13.01.16

Application Number: SSI 6788
The proposed New M5



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 worsening as a result of in-fill developments not accounted for by the EIS.

- Green Square: 61,000 residents
- Ashmore Estate: 6,000 residents
- Waterloo Estate: 30,000 residents
- Central 2 Everleigh: 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 Environmental Impact Statement clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that the Level of Service will improve at many intersections even if nothing is done – in the case of Euston Road and Sydney Park Road, from D to A, in the PM peak. This is clearly incorrect – that it suggests that the traffic modelling is broken (the EIS acknowledges 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 possible way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston Road will not help because the roads that Euston Road feeds into are also gridlocked. Traffic does not 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 the drivers off the M5 and onto local roads and not surprisingly. 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.

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

Alexandria residents are currently 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 spent elsewhere, such as on projects that improve transport infrastructure out in rural and regional areas, or in our area to cope with the massive rise in density that will occur 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 mitigating strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park/Euston Road intersection, the next text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right hand turn from Mitchell Road into Sydney Park (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 force traffic onto local roads in Alexandria.

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, light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS Business Case states 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 State 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 taxpayer, I want better value for money. Please halt this project and change the plans. Our community deserves better.

Sincerely,

LL Eastwell

Collette Eastwell

38 Herford ST

Botany 2019



PCU063606

14 Clara St

Erskineville NSW 2043

Director Infrastructure Projects

Planning Services

Department of Planning and Environment

Application number SSI 6788

GPO Box 39

Sydney NSW 20001



Dear Sir or Madam,

I am writing to you to express my deepest concerns regarding the project around the M5. I will now highlight here the impact that this kind of project will have on local populations, environment and overall quality of life of the city sides of Sydney. Many environmental reports and commissions have already been widely written on this and I hope that these will be taken into serious consideration in the process.

My letter aims to show how improving the M5 network will only be a temporary and ineffective measure to tackle the pressure of growing population and traffic around Sydney. It will also hopefully show how good political decisions are only made with consultation and vision.

The current situation of transport in Sydney is the result of bad past political decisions and lack of vision for future and harmonious development the city of Sydney. I am flabbergasted that current governments still continue making the same mistakes as in the past, in other words creating temporary measures to tackle new challenges without having a clear vision of what the city of Sydney aims to become under the leadership of Clover Moore in the next 2 decades. I personally think that the vision of the Lord Mayor of Sydney is more in lined with what the future of a big metropolis should be like in 2020.

Surely constructing a complex network of roads would only temporarily assist in dealing with a growing number of population and grow. I question however if this can be considered as along term sustainable issue. Clearly not. We just need to look at examples of major cities around the world to see that this is not working, as the pressure continues to grow and as a result, we still drive in congested roads, lack transport facilities and easy and quick access to the main hubs of the cities when so many similar decisions to develop a more complex network in the last few decades is not responding to the growing number of cars.

When will the State government stop making repeatedly mistakes and look at other options? I believe this kind of decision is in fact a convenient and cowardly one, as the state government prefers to make some hasty decisions within their comfort zones rather than putting some serious decisions to tackle the various challenges at the core of the problem.

In fact, I also believe that this decision if it goes ahead is the most inconsiderate decision that cannot be made without asking the opinion of local people of Sydney. This decision also reflects a poor understanding of local political visions to make Sydney a more sustainable city around the world.

Furthermore, this decision totally overlooks global tendencies to tackle climate challenges in all major cities around the world. Just to name here the recent decision taken at the last Paris conference. Good political decisions are only made with vision and consultation. Putting on display a brief outline of the project is not enough to inform local populations.

Making decisions without considering local cultures and population is what governments have done so successfully many times in the past. Destroying the main green hub of Sydney park is outrageous, when we consider how much money has been poured into this park to recreate an harmonious and natural place for people of the inner west. The main street of Newtown, King street is already under traffic pressure. A whole unique culture of various Sydney suburbs is at risk of disappearing.

I urge the state government to spend more time thinking about the implications and start developing more durable projects in consultation with local governments and citizen to create a more harmonious city, a city with a clear vision for its future.

I am looking forward to hearing your thoughts on the matter.

Yours sincerely



Emmanuel Chaveroux and Tony Giardina

18/12/15.

SSI 6788, NSW Department of Planning and Environment, GPO Box 39,

**Attn: Secretary, Department of Planning and Environment
Response to New M5 EIS**



I object to the WestConnex New M5 for the following reasons. I am informed by the Environmental Impact Statement (EIS) in these objections.

DESTRUCTION OF BIODIVERSITY

First and foremost, I object to removal of most of the Critically Endangered Cooks River Ironbark forest at Kingsgrove, to the destruction of the habitat of the Vulnerable Green and Golden Bell Frog population at Arncliffe, and to the removal of the trees that provide food for the Vulnerable Grey-headed Flying-fox, which has a camp of substantial size in the Wollli Creek Valley. The construction of a massive new road must not come at the expense of our bushland; our flora and our fauna and this is a significant loss within the context of urban Sydney, particularly the inner southwest. Buying offset credits is of cold comfort to me and other residents as there is no security that they will be used to support any bushland in our area.

DEGRADATION OF RECREATIONAL GREEN SPACES

I object to the loss of green recreational spaces at Kingsgrove, Bexley North, Kogarah Golf Course at Arncliffe, and at St Peters. As the density of Sydney increases and the associated urban heat island effect intensifies, our green spaces must be increased and enhanced, not decreased and degraded. The claim of increased green spaces holds little weight with me as it will be small patches surrounded by freeways, so of poor quality for people and the natural environment due to noise and car fumes.

TRAFFIC MODELLING

Although I believe the traffic modelling to be more relevant to the business plan than to an EIS, there are many pages devoted to it. I object to the failure to provide error bars or confidence in the results presented, and the failure to consider the broader context, in particular the impact on inner Sydney.

POOR ANALYSIS OF ALTERNATIVES

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

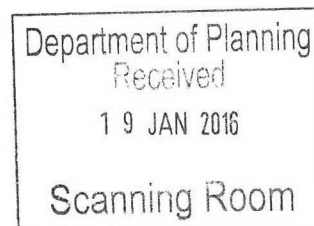
COMMUNITY CONSULTATION

I object to the community consultation as it has been and is being conducted. I collected what I thought was a complete version of an EIS (on a USB) on 24/12/2015. I soon found that the version provided did not include the appendices. I wrote to WestConnex soon after that asking for a copy. They replied on 6/1/2016 saying that would send a USB with the full appendices that day, but I did not actually receive it until 15/1/2016. The difficulty in obtaining the full EIS was compounded by the Christmas period and the advertised mechanism for obtaining the EIS not including the appendices.

Furthermore, some of the detail in the EIS is incorrect, such as the second graph on page 49 of Appendix G. There is little time to obtain clarification on such matters let alone digest the information that may be correct.

I think difficulties such as these in obtaining the full EIS and interpreting the EIS once obtained, together with the length of the EIS and the significance of the proposal mean that the comment time should be increased.

Deryn Griffiths
Deryn Griffiths.



I have not donated more than \$1,000 to a political party in the current financial year.

I confirm that my name, but not my address, can be published on the Major Project website where all submissions will published.

Michael Johnson Artist abn 57 518 017 950

12 January 2016



The Director Infrastructure Projects

Planning Services

Department of Planning and Environment

Application number SSI 6788

GPO Box 39

Sydney NSW 2001

Dear Lord Mayor

We object to planning of the New M5 St Peters interchange based on massive potential for huge congestion of traffic around the small surrounding heritage areas within the scope of these proposed six lane highways.

Any aerial viewpoints to extreme over planning that cannot be incorporated responsibly into existing the infrastructure.

This planning reeks of gain by a few at the suffering by many.

We vigorously oppose the plans and support the City of Sydney Council in its efforts maintain appropriate expansion for our city.

Yours sincerely,

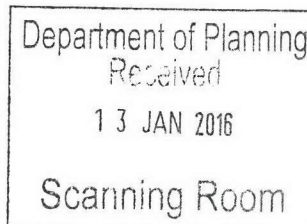
Margo and Michael Johnson



35 Bent Street Paddington NSW 2021 02 9332 4334

Margo 0407 713 561 Michael 0418 403 117

mjohnsonartist@bigpond.com



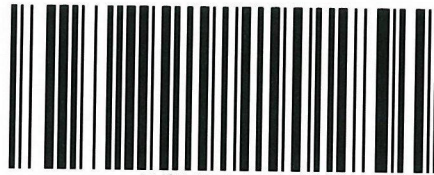
Jonathan Falk Planning Consultants

(Incorporated in New South Wales)
ABN 22 726 831 171

urban planning & design
traffic & transportation
community & heritage impacts
mediation & negotiation
environmental assessments

41 Heydon Street, Mosman.
Postal Address: PO Box 11
Spit Junction, NSW 2088
Phone: (02) 8021 4898
jonfalk@optusnet.com.au

17 January 2016



PCU063695

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



Dear Sir/Madam

Submission concerning the proposed Stage 2 of WestConnex – New M5 (Beverly Hills to St Peters) as shown in the Environmental Impact Statement (EIS)

Having examined the EIS report, I am writing to object to the proposed New M5, for the reasons set out below.

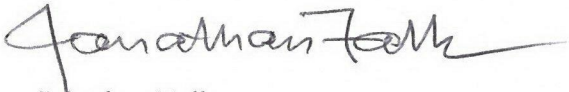
The proposed road will, on the one hand, attract increased traffic through surrounding suburbs – St Peters, Erskineville and Newtown – and, on the other hand, generate increased traffic in these areas from motorists seeking alternative un-tolled routes. This will result in:

1. Increased congestion and consequent travel times for vehicles in adjoining streets, including large vehicles such as buses and trucks;
2. Increased air pollution in adjoining high density residential areas (late 19th century terraces and new apartments), shopping areas, schools and pre-schools;
3. Increased traffic noise, over 24 hours, in adjoining residential areas.

The EIS does not appear to consider measures to address these impacts. In any case, such measures are technically and politically difficult to implement. The increased density of development envisaged as flowing from this project will only exacerbate the problems.

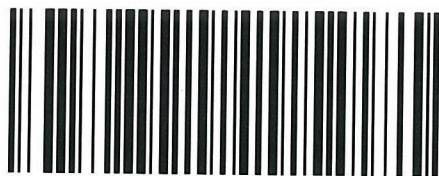
My interest and involvement in this Erskineville area dates from the late 1960s as a town planning student and subsequently as an Assistant Town Planner with the State Planning Authority of NSW from 1973. Large areas zoned for highways in Erskineville in the 1948 plan and the 1971 local zoning were removed in 1976, following which there has been intensive high density residential development close to the City. This road project will adversely impact on the quality of life of residents, retailers and schoolchildren in this area.

I submit that the proposed New M5 WestConnex should not proceed as proposed. Further consideration should be given to these impacts, and to alternative approaches, such as expanded public transport and freight rail services, to reduce dependence on road transport in inner Sydney. I ask for a Public Inquiry, which I would be happy to attend.

A handwritten signature in dark ink, appearing to read 'Jonathan Falk', with a stylized, flowing script.

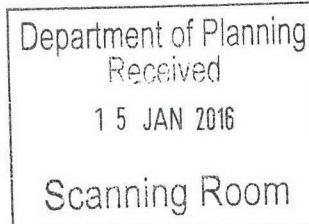
Jonathan Falk

BTP Hons (UNSW), M Eng Sc (Transport) (UNSW),
Certificate as Town & Country Planner (Local Govt. NSW),
Fellow, Planning Institute of Australia
Director, Jonathan Falk Planning Consultants



PCU063645

23/101 Belmont St
Alexandria, 2015.
13 January, 2016.



Director Infrastructure Projects
Planning Services
Dept of Planning & Environment
Application no. 551 6788
GPO Box 39
Sydney 2001

Dear Sir / Madam,

I am interested to know what plans have been made for pedestrians to cross Euston / McEvoy Streets if the West Connex comes in to being.

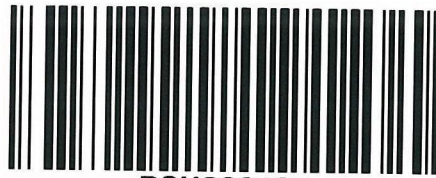
At present pedestrians can only cross at the widely separated traffic lights at Harley St, Fountain St, etc. (This includes at the bus stops, which are nowhere near the traffic lights.) Otherwise, as there are currently only 2 lanes of traffic people can cross more or less safely when there is a break in the traffic. If the road is widened & the volume of traffic greatly increased, as predicted, this will become impossible.

With increasing numbers of residents moving into the area, & increasing numbers of shops, cafes & restaurants, the number of pedestrians is increasing too. Could you please let me know what plans you have for safe, convenient

pedestrian crossings.

Yours faithfully,

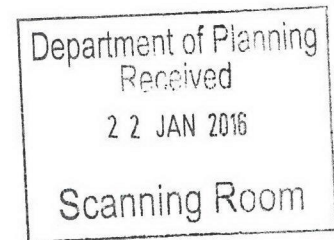
A. M. Kelleher.



PCU063737

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

20 Jan 2016



To Whom it may Concern,

I am writing to you to convey my opposition to the WestConnex St Peters Interchange and to WestConnex as a solution to a solution to Sydney's transport problems.

Sydney has changed drastically in the past decades with more residents wishing to move to the inner city and enjoy the varied and vibrant lifestyle without long commutes from the ever expanding suburbs. This lifestyle would never have come about but for the cheap rents and close proximity in Sydney's working class suburbs where the young, artists, musicians, students and bohemians enjoyed cheap rents and lead to great creativity along with eclectic and tolerant communities. South Sydney Council had the imagination and foresight to turn former industrial land into Sydney Park which has been improved by Sydney City Council and is now a haven for wildlife and residents alike.

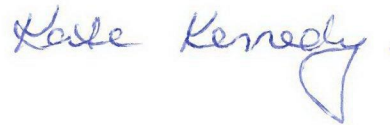
A rush of blood to the head of former Prime Minister Abbott resulted in of the more foolish infrastructure proposals ever conceived, ie WestConnex. His government ignored the expertise of Infrastructure Australia and plumped for the mid-twentieth century "solution" of a giant freeway system scarring our beautiful city once again. By the time it is built it will be obsolete along with the demise of the combustion engine and climate changes that will render massive tunnels and overpasses dangerous in the extreme. The pollution resulting from both the building of Westconnex, the exhaust from the stacks from the tunnel and the traffic there will adversely affect the entire inner west. And appropriating part of Sydney Park and residential housing for this venture can only be described as criminal.

What is needed is efficient mass transport systems including cycleways and walkways. Public Transport, as the most efficient and cost effective must be prioritized. We must stop pandering to drivers

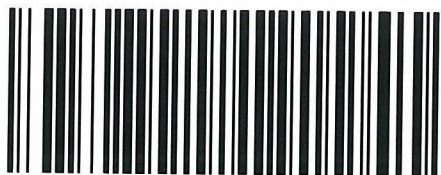
lobby groups. If they got out of their cars and started walking their cortisol levels would instantly drop. They might even start smiling.

The cargo cult mentality of governments who are blind to the fact Chinese money will dry up, the combustion engine will be obsolete and we have to face realities posed by climate change by reducing our carbon footprint. Paying lip service to the needs of the community when really the interests of the big end of town are being served will not benefit Sydney, it will create a monumental slum.

Your Sincerely

A handwritten signature in blue ink that reads "Kate Kennedy." The signature is written in a cursive style with a large, stylized 'K' and a trailing flourish.

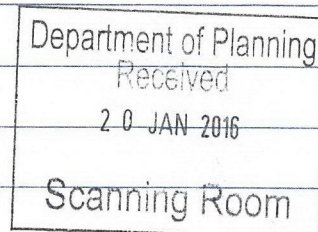
Kate Kennedy
(29 Burren Street, Erskineville , NSW 2043)



PCU063710

32 Lym St
Alexandria 2015
13.1.2015

SSI 6788,
NSW Department of Planning
& Environment
GPO Box 39,
Sydney NSW 2001.



re: New M5

This is an objection to the proposed M5.

The area around Alexandria is increasing in population. The EIS does not appear to have taken this projected increase:

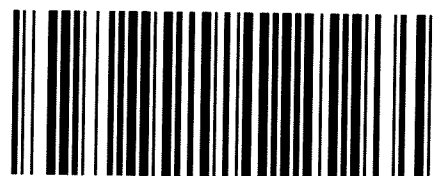
- (a) Green Square will be the most densely populated area in Australia. Over 60,000 new residents will take up a life in this area.
- (b) The Waterloo Estate will add 30,000 to the present population.
- (c) The Ashmore Estate will bring a further 6,000 people to our area.
- (d) The projected Central to Eveleigh will add 56,000 residents to the area.

The business case suggests, indeed claims, that Fuston Road will handle 61,000 vehicles in 6 lanes of traffic. Presently Fuston Road struggles to cope with about ten per cent of this volume of traffic. Bus drivers on Route 370 will confirm that the present level of traffic is ~~too~~ very inefficient and frustrating for people using that road.

The air pollution levels in Alexandria are high today. By increasing traffic through the area the M5 will lead to a further deterioration in air quality with consequent deterioration in public health. Levels today exceed the national guidelines.

As a taxpayer I object to the spending of public money on this road. The fact that the cost of the road has blown out by six billion dollars is a scandal which should be examined by auditors.

Yours faithfully
Kyrantynch Khair



PCU063757

M5 East-WestConnex New M5 Submission

Submission Details

I am making a personal submission

Name: Mr Gary Lembit

I do not want my name published in the list of submitters on the department's website

☒

My details

Name	Gary Lembit
Organisation	N/A
Email	Gary.lembit@yahoo.com.au

Address

Address	PO Box 742
Suburb	Kingsgrove
State	NSW
Postcode	1480

Submission enclosed

Political Donations

I have not made a reportable political donation

☒

Privacy Statement

I have read the Department's Privacy Statement and agree to the Department using the submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

I agree to the above statement

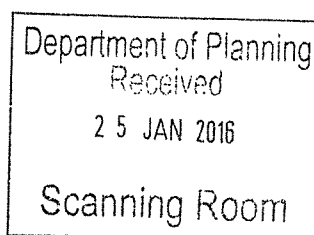
☒

Signature and date

Signed

Date

21/1/16



Health Issues

Emission vents placed near parks to make emissions test readings benefit from the increased oxygen and air purification parks provide in the traffic riddled environment is not a feasible option.

There are many unit dwellers who are forced to use parks for themselves and their children as the only available green space for them to use. These people who make frequent use of the parks could potentially develop respiratory conditions from proximity to the emissions and would therefore potentially seek further legal compensation from the government.

This applies not only to park users but more so to residents in units and dwellings in proximity to the emission vents. In many cases entire blocks of units or public schools, for example, St Peters Public School, located adjacent to the Anglican Church on Church St and Princes Highway St Peters, if a higher rate of future respiratory illnesses were to develop in those schools affected they could take legal action resulting in large compensation and legal costs for the state government to deal with.

Safety Issues

The old houses in the areas the tunnel is being proposed to go under, some are federation houses and some are historically valuable to the local character of Sydney's landscape.

As we are all aware Sydney has a termite problem. Structural issues caused by any displacement of previously unseen and displaced nests of termites, for example living under a fence or under tree roots, if they create future damage to houses or even if old houses experience any clay movement and develop cracks in their brickwork as a result of soil pH change, will all be legal compensation issues for the state government to deal with.

This is an issue especially where houses are very expensive due to their historical value and condition in Victorian or Federation styles and are located on land parcels that are too small to be of land value that could be legally subdivided or developed further.

Legal compensation for these will be very costly for the state government.

Public Transport

According to the figures presented in the advertising by the State Government to the public as the reason for the tunnel, if a million more people are predicted to live in Sydney in the next ten years wouldn't the government benefit greatly from collecting daily revenue from public transport usage increase?

The government has reduced train services in the past few years, as one example, trains from Kingsgrove to Sydenham were totally abolished. Every daytime, night-time and weekend to Sydenham service was removed. This is precisely the area the tunnel has been advertised as easing the traffic congestion to where the trains were abolished. From Kingsgrove to St Peters it now requires three trains; 1) Kingsgrove to Wolli Creek, 2) Wolli Creek to Sydenham, and 3) Sydenham to St Peters.

Up to 20th October 2013 seven peak hour trains including the three Sydenham trains and trains to Sydenham all day. This makes no sense since units and developments in the surrounding area have been completed and are occupied by new residents including those living in units next to Kingsgrove station both on Mashman Avenue Kingsgrove there are 2 bedroom units and other residential units on top of shops nearby as well as other local population increases.

Previously this was one train trip. Now it can take two or three times longer and involves walking up and down six flights of stairs. This is why the tunnel is being promoted to solve the problem of taking away this train for people.

This makes life difficult for workers who need public transport from Kingsgrove to St Peters or the elderly or any people with young children.

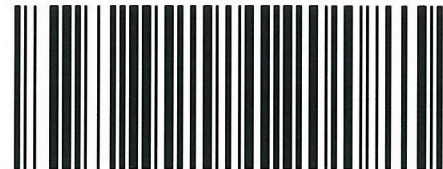
Improving the train network would greatly ease traffic congestion and pollution, benefit the air quality of Sydney and add to a secure financial income for the state government.

The benefit of public transport is that more can be added when it is needed and express routes developed.

Since the inner city and inner west is mainly being developed for apartment blocks there is a scarcity of public parking for future work spaces. It makes no sense to introduce more vehicles into the inner city or inner west. People in the inner west use local tradespeople and shops for goods and services locally. It is a waste of an opportunity not to make money from public transport.

With scarcity of resources and expensive and growing fuel costs it is better to maximise freight train usage from Mascot airport and from Port Botany and use freight train transportation as a sustainable and healthier option for the future of Sydney's economy and population.

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



PCU063722

Attn: Secretary, Department of Planning and Environment
Response to New M5 EIS

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

DESTRUCTION OF BIODIVERSITY

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

DEGRADATION OF RECREATIONAL GREEN SPACES

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

TRAFFIC IMPACTS ON LOCAL ROADS

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

TRAFFIC MODELLING

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

URBAN DESIGN

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

AIR QUALITY

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

POOR ANALYSIS OF ALTERNATIVES

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

Name: Leonora Long Department of Planning
Received
Date: 19.1.16
Address: 117 Illawarra Rd 21 JAN 2016
Suburb: Marrickville Scanning Room
State: NSW Postcode: 2204
Email: leonora.long@gmail.com

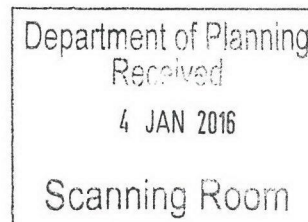
I have not donated more than \$1,000 to a political party in the current financial year.

I confirm that my name but not my address nor email address can be published on the Major Project website where all submissions will be published.



December 2015

Director Infrastructure Projects
 Planning Services
 NSW Department of Planning and Environment
 Application Number SSI 14_6788
 GPO Box 39
 Sydney NSW 2001



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.

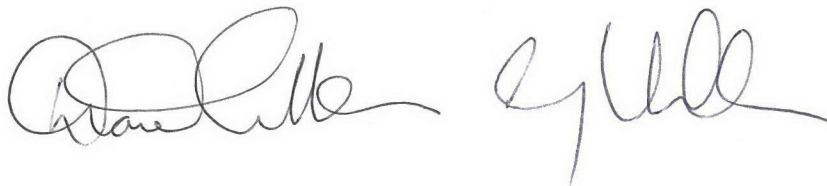
I would also like the following issues in the EIS addressed:

- 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 thousands of extra cars exiting the St Peters Interchange.
- The lack of adequate traffic modelling

Please also address:

Yours sincerely,

(Signature)



(Name)

DIANE + GEORGE MULLEN

(Address)

54 GERARD ST
ALEXANDRIA

(Email Address)

gdmullen@bigpond.net.au

(Contact number)

96993972

8.12.2015

NSW Department of Planning and Environment
23-33 Bridge St
Sydney
NSW 2000



RE: Westconnex EIS

Traffic modelling shows the WestConnex road project will not solve Sydney's traffic problems. We need to reduce car dependency. It isn't possible to provide enough road capacity to cater for the huge latent demand for car travel in a highly populated and fast growing city. Investing in urban road expansion to 'fix congestion' is essentially a huge waste, and should not be funded through either asset recycling or borrowing. We know that urban freeways give a negative return on investment – Sydney's Cross City Tunnel and Lane Cove Tunnel were based upon unsound economic reasoning. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car travel demand: public transport users switch to car, off-peak travellers switch to peak, and people are encouraged to move further away from their workplaces. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

The proposed toll road will encourage people onto already congested alternative routes. Traffic on Parramatta Road could increase by over 20 per cent as motorists attempt to avoid expensive tolls. Therefore the new M5 will not relieve congestion and traffic may continue to increase by up to 25 per cent on the M5 East – the preferred route to the airport, port and the city. By 2021, more than 31,000 vehicles a day will be dumped at the St Peters interchange located next to Sydney Park and could increase to exceed 55,000 vehicles by 2041. Traffic will probably end up on local roads and seriously impact on Ashmore and Green Square – Australia's largest urban renewal area – as well as King Street, Newtown.

Commuters travelling to the city centre from the western suburbs do so on overcrowded public transport and would appreciate improvements to public transport rather than another motorway. We are the only developed country in the world planning new motorways in the city centre. How can everyone else be so mistaken. The last motorway built in New York was in 1968.

Please reconsider your proposed motorway plan and change to a new plan for public transport.

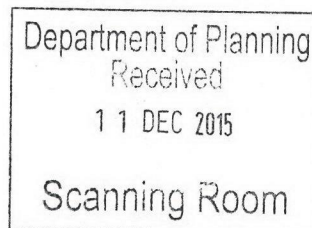
Regards



Bill Parker

13/ 16 Neild Avenue
Darlinghurst
NSW 2010

T : 02 9356 3161
M : 0420 303440
E : lynnbill@bigpond.com





PCU063249

897

44 GOWRIE ST
NEWTOWN 2042
11th DECEMBER 2015
95506095

DIRECTION INFRASTRUCTURE PROJECTS
PLANNING SERVICES

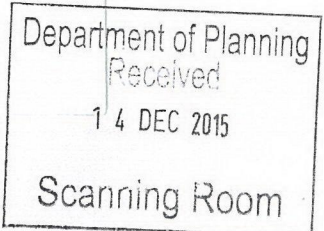
DEPARTMENT OF PLANNING & ENVIRONMENT

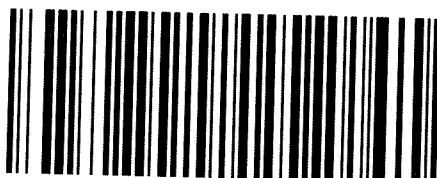
APPLICATION NUMBER SS16788

I WISH TO OPPOSE THE ST PETERS
INTRODUCTION OF THE WEST CORRIDOR
IT IS AN EXPENSIVE DISASTOR OR BAD
& HASTY PLANNING.
WE ARE NOT LOS ANGELES BUT
A HERITAGE LISTED OLD SUBURBS WITH
NARROW STREETS, NO PARKING & THE
OBVIOUS DEFECTS OF 1880 PLANNING.
TO THIS WITCHED MIX YOU ARE
ADDING A MONSTROUS & INEFFECTIVE
INTRODUCTION. IMPROVE PUBLIC
TRANSPORT.

STOP THE WEST CORRIDOR

BARBARA RITCHIE
Barbara Ritchie





PCU063579

Original

61

To: KEN AND MARIORY RANBY
 DIRECTOR OF INFRASTRUCTURE PROJECTS 34 MARSHALL ST
 PLANNING SERVICES SURRY HILLS
 DEPARTMENT OF PLANNING AND ENVIRONMENT NSW 2010
 APPLICATION NO SSI 6788
 GPO BOX 39 SYDNEY 2001 06-01-2016

MY WIFE AND I ARE ASTONDED WITH YOUR PLAN TO TURN
 SUBURBAN SYDNEY INTO A LOS ANGELES TYPE
 OF HOMMAGE TO THE MOTOR CAR, WHERE FORMERLY
 PEACEFUL SUBURBS ARE SPLIT BY HIGH VOLUME
 MULTI-LANE ROADS.

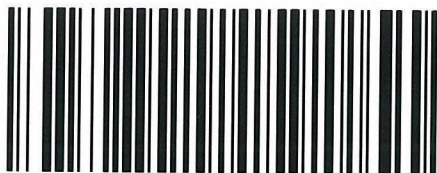
HAS THIS PLAN BEEN APPROVED BY THE PRIME
 MINISTER OF AUSTRALIA, A STRONG ADVOCATE
 OF PUBLIC TRANSPORT?

COST OF WESTCONNEX KEEPS INCREASING AND IT
 HASN'T EVEN STARTED WHILE THE THIRD STAGE
 HAS NOT BEEN DESIGNED OR FUNDED.

WHAT EFFECT WILL THIS SCHEME HAVE ON
 AIR QUALITY WITH TRAFFIC ON EUSTON ROAD
 INCREASING FROM 5,000 TO 50,000 VEHICLES
 A DAY?

(SGD) K Ranby
 Mariory Ranby.

Department of Planning
Received
1-1 JAN 2016
Scanning Room

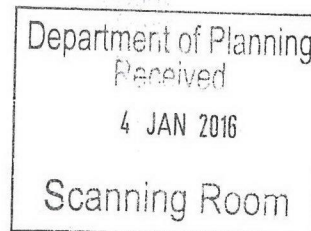


PCU063489

9/36 – 46 Anderson Street
Alexandria NSW 2015

22 December, 2015

Director Infrastructure Projects
Planning Services
Department of Planning and Environment
Application No SSI 6788
GPO Box 39
Sydney NSW 2001



Submission about WestConnex, St Peters

Dear Sir/Madam

Good government is about listening to the community and ensuring scarce public resources are used to the best public advantage. Increasingly, good government is about ensuring the best environmental outcomes.

Unfortunately, the St Peters WestConnex project fails all the tests of good government policy. The local community doesn't want it, the vast sums needed to undertake the work could be better spent on other useful public infrastructure projects and, despite the claims in the environmental statement for the project, any environmental benefits will be well and truly outweighed by the environmental vandalism it will create.

The environmental statement talks about improved access and connectivity to local centres and within and between suburbs; improved safety for road users, pedestrians and cyclists and improved access to social infrastructure and key community facilities. None of these claims could be further from the truth.

WestConnex, if completed, will daily dump many thousands of additional vehicles on already congested local roads. Clearly, no one involved in planning WestConnex has recently travelled along Botany Road, Sydney Park Road, Mitchell Road or McEvoy Street. All these and other local roads are at or well over their design capacity.

These additional vehicle movements will end around Alexandria, Erskineville, Redfern, Green Square and Newtown. This will adversely affect the amenity of these areas, it will prevent people going about their daily lives. It will seriously affect local air quality. The construction of WestConnex at St Peters will not "improve access and connectivity to local centres" or "improve access to social infrastructure and key community facilities". It is likely to do the opposite and reduce the ability of community members to get around their local area.

A good example of the likely damage to local neighborhoods is the likely loss of parking and amenity along King Street at Newtown. The vibrant local shopping and entertainment village will be destroyed by the construction of WestConnex at St Peters. This will kill off small businesses and employment.

The construction of WestConnex at St Peters will severely impact on the award winning Sydney Park, which is a hugely important green space for inner Sydney.

WestConnex seems to be completely at odds with the need to improve public transport. It will just encourage more private car use at a time when we need to address our carbon footprint and reduce private car use across Sydney.

The WestConnex documentation for St Peters talks about improved access to Sydney Airport and Port Botany. Surely, in this day and age, improved access to Sydney Airport would revolve around improved public transport access through better integration and pricing of rail services to both the domestic and international terminal rail stations. In addition, the future growth of Sydney Airport will be limited by the construction of the new airport in Sydney's west.

Truck movements at Port Botany could and should be reduced by use of rail to move containers to and from Port Botany and the intermodal freight hub at Liverpool. Getting container trucks off inner city road would be both a win for the environment and the safety of all other road users.

The cost of WestConnex appears to go up by the day. There are better ways to spend this money and improve public infrastructure – ways that benefit the whole community not just a small section of the community.

The construction of WestConnex at St Peters is a bad idea. It is a bad idea socially, economically and environmentally. Please stop it before it destroys our area.

Yours sincerely



Anne Spiteri



Robert Hogan