

From: Sarah Graham [REDACTED]
Sent: Tuesday, 19 January 2016 9:39 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & 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 being 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.

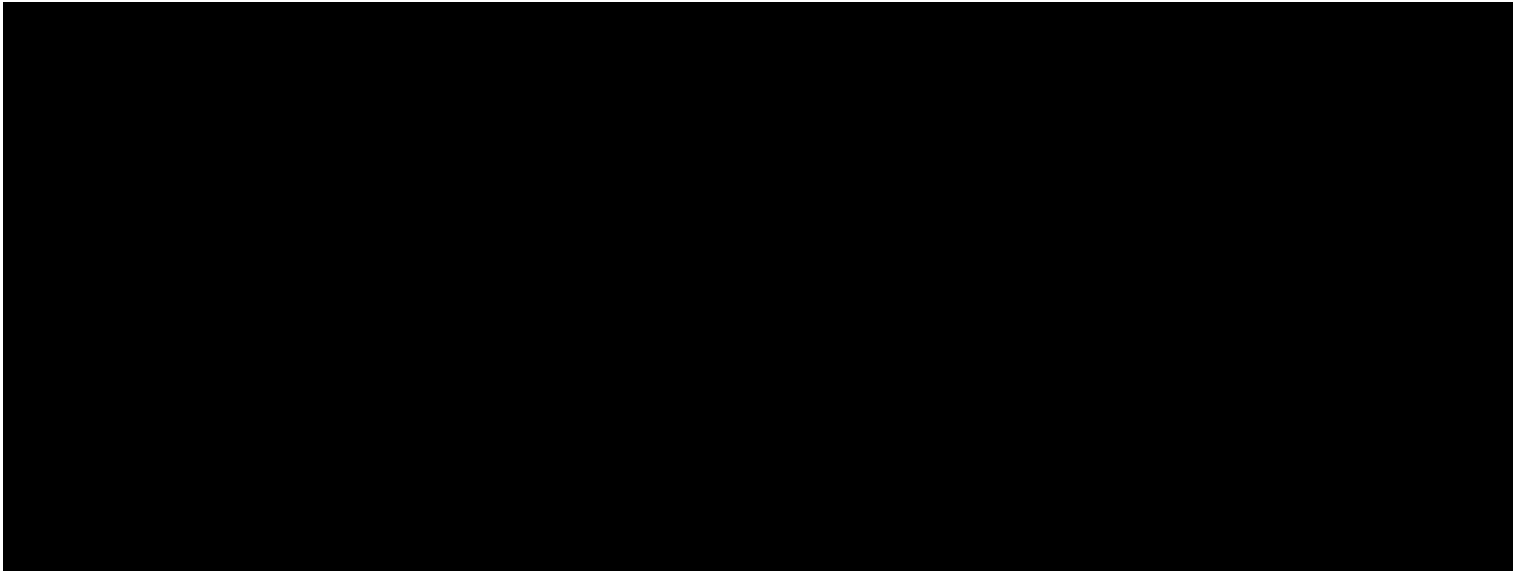
This project will add to the heritage destruction already being caused by the WestConnex M4 East by destroying valuable heritage buildings in St Peters and elsewhere, as well as the environmental destruction caused by the overall WestConnex. I find it disturbing that this proposal overturns the legal 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,

Sarah Graham



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

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:..... *H Stolle*

Heather Stolle..... Date: 24/01/2016.....

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.

21/1/2016

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

Dear Sir/Madam,

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

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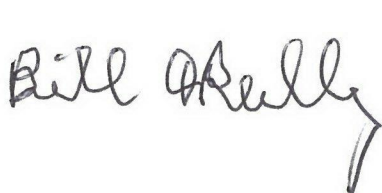
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Yours sincerely,
Bill & Kerry Ann O'Reilly



SUBMISSION TO M5 EIS



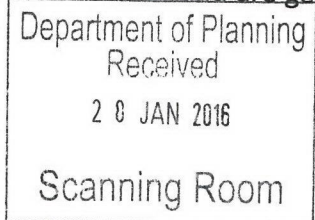
Name Ian Kennedy.....
Full address ...77 Burren St Newtown NSW 2042.....

PCU063804

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

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

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

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

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

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

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

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

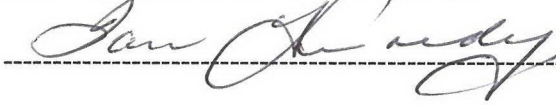
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Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane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

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

ADD YOUR OWN COMMENTS HERE:



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

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

SUBMISSION TO M5 EIS

Name STUART GORDON RIGG
Full address PG03, 1 BRENNAN ST, ALEXANDRIA NSW 2015

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

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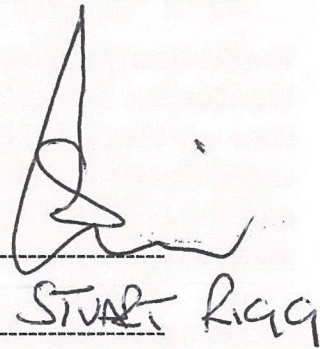
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ADD YOUR OWN COMMENTS HERE:



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

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SUBMISSION TO M5 EIS

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Peter William Fagg

Full address

276, Belmont St, Alexandria

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ADD YOUR OWN COMMENTS HERE:

This looks like a big clumsy project that is supporting old methods that fail on just one individually catastrophic event. If a solution was the ultimate aim then it should commence with the destination flow connection and work out, not the palatable politics of gradual supply. The lack of concern and misinformation is of great concern.

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

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SUBMISSION TO M5 EIS

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Full address 225 Belmont Street
ALEXANDRIA NSW 2015

+ Ed Lukaszewski
225 Belmont St
Alexandria 2015

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ADD YOUR OWN COMMENTS HERE:

George W. Sanders
Ed. Lankford

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SUBMISSION TO M5 EIS

NameSAMAH ISAAC / DEAN PAYNE
Full address340 BELMONT ST, ALEXANDRIA 2015 -
(LONG TERM RESIDENTS)

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Our Cul-de-Sac is a unique model in the Inner City due to very minimal traffic flow throughout. The cul-de-sacs promote community + a quiet residential environment in the inner city. We are already Grid Locked during the weekends. The developments listed have not anticipated the extra traffic flow. Anything that takes from our unique neighbourhood + precious parkland (11,000 sq metres) is a disgrace and totally opposes the manifesto regarding Green belts in the Inner City. Its disgraceful and we will challenge this right upto the High Court

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SUBMISSION TO M5 EIS

Name GEORGE CLONARIS
Full address 45 Buckland st, Alexandria, 2015
..... Sydney, N.S.W.

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ADD YOUR OWN COMMENTS HERE:

I have lived in Alexandria for 60 years and feel the need to agree now that WestConnex is not a good idea. More population, more traffic, no parking, not a good idea. Another solution should be found. Perhaps build roads on top of existing ones. or Underground like Japan, or Paris - where more population, less traffic!

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SUBMISSION TO M5 EIS

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Full address 4/18 Ethel Street, Erskineville NSW 2043.....

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Name PAOLO POLI MENI
Full address 40/20 EVE ST, ELSKI EVILLE

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SUBMISSION TO M5 EIS

Name SUZANNE BERLANDIER
Full address 26/362 MITCHELL ROAD, ALEXANDRIA 2015

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Shah.

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

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

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

SUBMISSION TO M5 EIS

Name David Cohen
Full address 1503/93 Macdonald St Erskineville

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

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

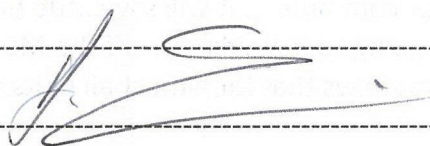
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The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government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

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

ADD YOUR OWN COMMENTS HERE:

Ridiculous waste of money for almost no
benefit to the community.
Public transport is the way to go!!



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SUBMISSION TO M5 EIS

Name Becky Blownjohn
Full address 59/362 MITCHELL RD

I strongly object to the proposed New M5.

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

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

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

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

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

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ADD YOUR OWN COMMENTS HERE:

Public Transport Works!

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SUBMISSION TO M5 EIS

Name MARIE FLOOD
Full address 110 BELMONT ST, ALEXANDRIA 2015

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Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. <http://www.environmentaldefence.org.au>

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ADD YOUR OWN COMMENTS HERE:

THE PLAN TO CLEAR LAND NEAR THE SOUTHERN
WESTCONNEX
WETLANDS FOR A CONSTRUCTION SITE IS
ABHORRENT! AND TOTALLY UNNECESSARY
DESTRUCTION OF A PRECIOUS RESOURCE FOR
OUR CITY. PLEASE DON'T DO IT!

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How to lodge your submission:

22/1/2016

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SUBMISSION TO M5 EIS

Name Alexandra Robertson
Full address 6/284 Lawrence St
Alexandria

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PCU063798

1217

25th January 2016

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 would like to register my objection to the 'WestConnex New M5' (SSI 6788) for the following reasons:

- The WestConnex will not solve Sydney's traffic issues, rather it will increase the amount of traffic which will be dumped on the local streets of St Peters, Newtown, Alexandria, Erskineville and other surrounding suburbs. Streets which are already clogged with through traffic - and Euston Road and Campbell Road becoming six lane highways?
- Not only will this added traffic cause congestion but it will worsen the quality of the air in these areas. Most cities in the world are trying to clean up the quality of the air, not pollute it further.
- The spending of this enormous amount of tax payer money would be better invested in clean and efficient public transport which would better serve the area and indeed the Western Suburbs of Sydney.
- Sydney Park: The loss of some of this beautiful park that is now looking its best after the careful planning and implementation of works carried out by the City of Sydney is a disgrace. With the additional thousands of people that will be moving into the area, with the development of Ashmore Estate and Green Square in particular, we need as much green, open space as possible, not have it taken from us. And, as for the removal of trees that are now well established, well, it is unthinkable.
- The placement of unfiltered smoke stacks in our community will emit dangerous pollutants into surrounding residential areas, putting our health at risk.
- The character of this lovely inner city area is now under threat.

Thank you for taking the time to read my letter and hope that it will, along with the hundreds of other letters you would have received, have some impact on your plans for this unwanted project.

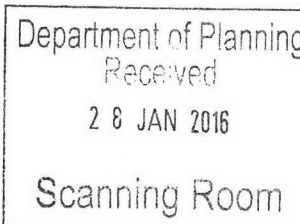
Yours faithfully,

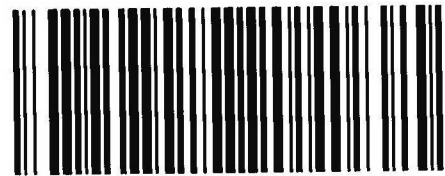
Susan Robertson

Address: 64 Gerard Street, Alexandria NSW 2015

Email: sirobertson@iinet.net.au

Contact No. 0413 339 686





PMU047239

SECRETARY'S CORRESPONDENCE

1218

PRIORITY:

<input type="checkbox"/>	URGENT	Date due: / /
<input type="checkbox"/>	Early (2 weeks)	

ACTION REQUIRED:

DRAFT LETTER FOR SIGNATURE BY:		
Secretary	(Full brief <input type="checkbox"/> Short Brief <input type="checkbox"/>)	<input type="checkbox"/>
Deputy Secretary		<input type="checkbox"/>
Executive Director		<input type="checkbox"/>
Director		<input type="checkbox"/>
General Manager		<input type="checkbox"/>
BRIEFING NOTES FOR SECRETARY		<input type="checkbox"/>
DISCUSSION WITH SECRETARY		<input type="checkbox"/>
DEPARTMENTAL ACTION		<input type="checkbox"/>
INFORMATION ONLY		<input checked="" type="checkbox"/>
OTHER:		<input type="checkbox"/>

INSTRUCTIONS/COMMENTS

<p><i>Planning Services</i></p> <p><i>R. Hammond 27/1/16.</i></p>

Name ANN PORTER

Date BEXLEY 2207
23-1-2016

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

Dear Sir/Madam,

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

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



DESTRUCTION OF BIODIVERSITY

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

DEGRADATION OF RECREATIONAL GREEN SPACES

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

TRAFFIC IMPACTS ON LOCAL ROADS

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

TRAFFIC MODELLING

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

URBAN DESIGN

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

AIR QUALITY

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

POOR ANALYSIS OF ALTERNATIVES

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

Yours sincerely,

NAME

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



PCU063821

Department of Planning
Received

29 JAN 2016

Scanning Room

24.1.16

App number

SSI 6788

To whom it may concern.

My opposition to Westconnex
I write to add my opposition
to the west connect st peters
Interchange submissions

I strongly support all that is
set forth as a concern/issue
in the attached Flyer and
— we want the GOVT/Council to note this
— safety to children & families with
increased traffic & air
pollution

— a waste of tax payer money if
Sudney park is to be polluted with
excessive traffic fumes? /noise pollution.

I totally believe that what st peters &
surrounds need are more public
transport options.

Thanking you

Tracy L. Morrison
Tracy Morrison

Act Now!

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

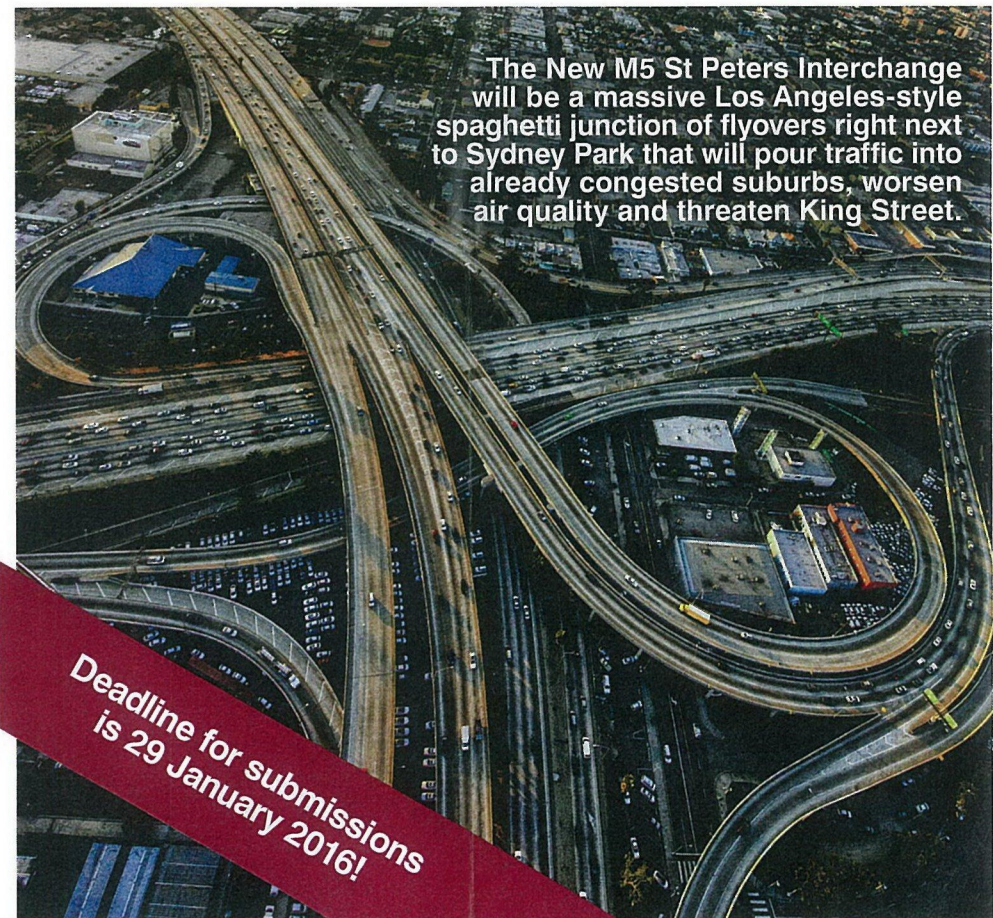
or write to:

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

Sydney2030/Green Global Connected

Act now to stop WestConnex!

Make a submission opposing the New M5 St Peters Interchange – a disaster for our city. Deadline for submissions is 29 January 2016!



The New M5 St Peters Interchange will be a massive Los Angeles-style spaghetti junction of flyovers right next to Sydney Park that will pour traffic into already congested suburbs, worsen air quality and threaten King Street.

Deadline for submissions is 29 January 2016!

The Government has released the Environmental Impact Statement for the New M5 St Peters Interchange and it's much worse than we thought.

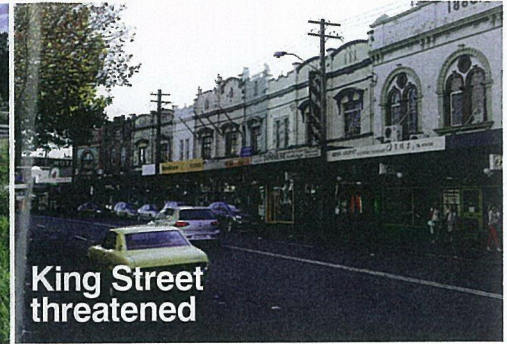
Thousands of additional vehicles will pour out of the Interchange into surrounding suburbs like Green Square, Alexandria, Erskineville, Ashmore and Redfern that are already heavily congested. Euston Road and Campbell Road will become six lane highways, with traffic on Euston Road increasing from 5,000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

The Interchange will surround our beloved Sydney Park with high-volume multi-lane roads, worsen air quality and threaten King Street. The impacts will spread throughout the city and the project will waste more than \$5 billion that could be spent on public transport. The only thing that can stop this is community opposition. We have until 29 January 2016 to get as many submissions as possible into the Government highlighting the many flaws in this project and letting them know that the community opposes WestConnex.

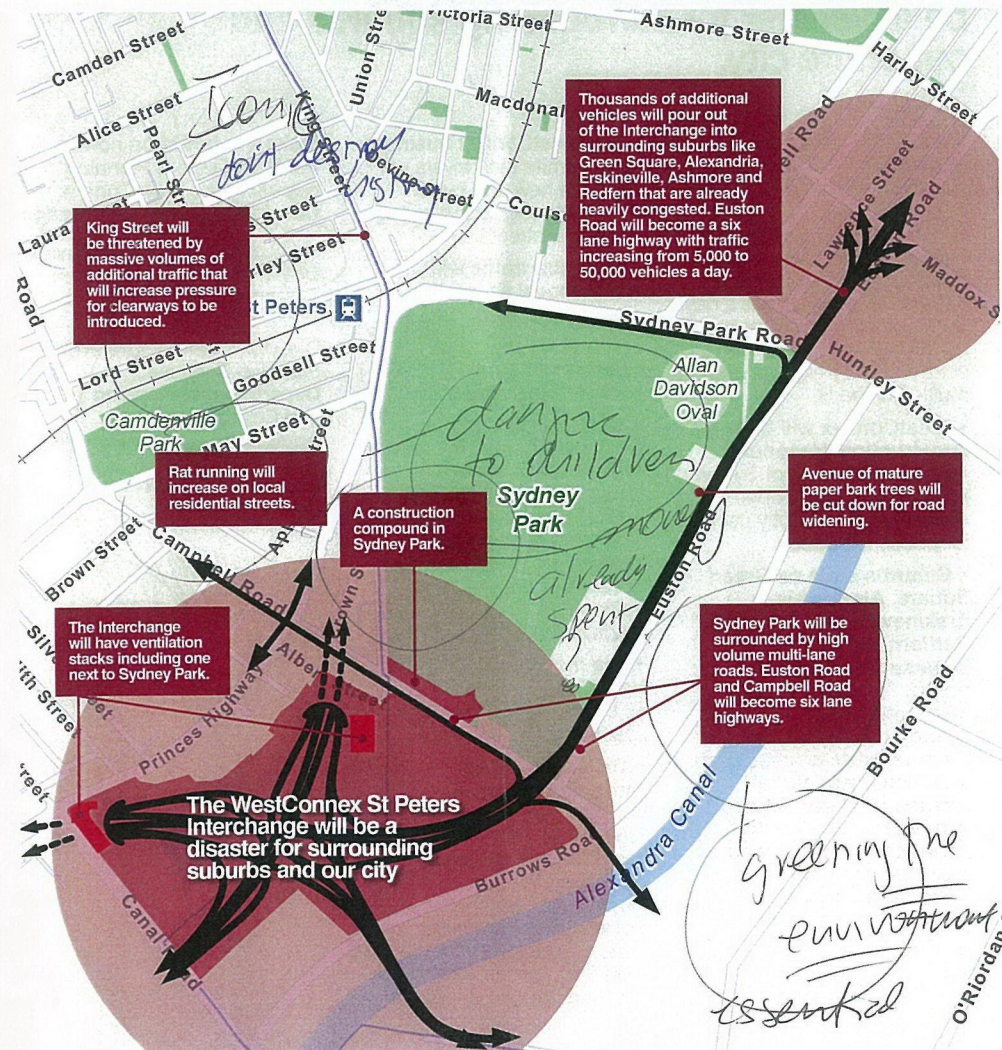
The information in this flyer will help you make a submission. But please also urge your family, friends and workmates to act too! Show them this flyer or go to the City of Sydney's webpage – www.cityofsydney.nsw.gov.au/WestConnex – to find more information about the impacts of this project and how to make a submission.



Sydney Park surrounded by new high-volume roads



King Street threatened



desperate need for more sustainable public transport plan
 Clover Moore.
 Lord Mayor Clover Moore

Anastasia Merkouris

Bardwell Park NSW 2207

21 January 2016

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



Dear Sir/Madam,

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

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

DESTRUCTION OF BIODIVERSITY

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

DEGRADATION OF RECREATIONAL GREEN SPACES

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

TRAFFIC IMPACTS ON LOCAL ROADS

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

TRAFFIC MODELLING

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

URBAN DESIGN

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

AIR QUALITY

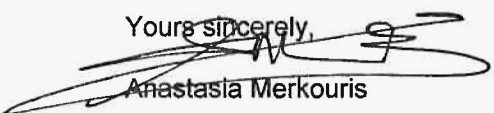
I object to the three new unfiltered, emissions stacks proposed for Kingsgrove, Arncliffe and St Peters. These will negatively affect air quality in all surrounding suburbs. This is compounded for the densely populated suburbs of Wolli Creek and Arncliffe, which are already affected by the unfiltered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

POOR ANALYSIS OF ALTERNATIVES

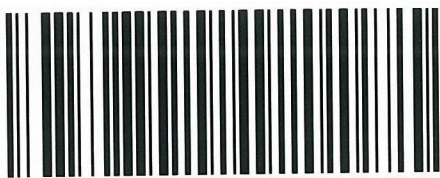
I object to the bias of the project objectives towards road infrastructure, and the exclusion of other potential solutions such as demand management or public transport infrastructure. The EIS confirms that the project will have significant societal, environmental and economic impacts and these could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

In conclusion, I have been born, raised and I am now raising my own family in the same home that I have lived in for 40 years. What legacy will I be leaving for my children if we continue on this destructive path? This proposal is a band aid and band aids fall off. It will not work.

Yours sincerely,


Anastasia Merkouris

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



PCU063822

1221

notes To NSW DEPT OF PLANNING & ENVIRONMENT

ATTENTION! DIRECTOR, INFRASTRUCTURE PROJECTS PLANNING
APPLICATION # SSI 6788, GPO. Box 39 SYDNEY NSW 2001 ^{SERVICE:}

RE. THE MSE DUPLICATION PLANS & IDEAS.

MY HOME IS AT THE SOUTH END OF ARMITREE ST.

WE ARE ADJACENT TO THE EARTH MOUND. WE CONSIDER
IT TO BE THE BEST NOISE ABATEMENT SYSTEM. 200
METRES EAST THE NOISE IS ALMOST DEAFENING - CONCRETE
SLABS. LOTS OF NOISE FROM WEST OF MOUND ALSO.

THIS MOUND SHOULD BE RETAINED OR AT LEAST A
LARGE! PART OF IT.

WE HAVE HEARD TALES OF A TRANSPARENT BARRIER.
IS THIS SO THE DRIVERS CAN LOOK AT THE SCENERY
OUTSIDE THE CORRIDOR? OR RESIDENTS CAN COUNT
THE TRUCKS? I THOUGHT WE DRIVERS WERE TAUGHT TO
KEEP OUR EYES ON THE ROAD. AND WE DONT WANT
TO WASTE TIME COUNTING. THE BARRIER SHOULD BE
THE MOUND.

THE SHARED PATH WHEN ULIMATELY BUILT SHOULD BE
ADJACENT (CLOSE AS) TO THE WALL/MOUND. WE DONT
WANT MANY SETS OF WANDERING THUGS. FREQUENTING
OUR BACK YARDS & FENCES.

BARBECUES/SWINGS ETC. IS NOT A GOOD IDEA. COUNCILS
HAVE DISMANTLED PLAYGROUND FACILITIES IN PARKS.
INSURANCE CLAIMS. BARBECUES ATTRACT A LOT OF

notes ANGST.

WHEN FINISHED TREES SHOULD NOT BE CLOSE ^{TO} HOUSES.
THOSE SO INCLINED WILL ~~FOR~~ USE THEM AS COVER TO
JUMP FENCES.

ASMUCH AS POSSIBLE OF BEVERLY GROVE PARK SHOULD
BE RETAINED AS SUCH. IT IS USED EXTENSIVELY BY
THE LOCAL KIDS (+ MANY WHO ARE DRIVEN IN.) THE
PATH GETS QUITE BUSY WITH CYCLISTS (WORKERS +
EXERCISERS), IT'S A 12-15 WALK TO K.G. STATION (LOTS
ME INCLUDED; DOG WALKERS, PLUS EXERCISERS USE IT.
DURING CONSTRUCTION OF EXISTING M5E SOME
OF THE SUPERVISORS MARVELLED AT THE NUMBER OF
PEDESTRIANS. (THAT WAS 16-17 YEARS AGO).

B.G. PARK WAS DEDICATED DUE TO ORIGINAL B.G. PARK
(2 FULL CRICKET FIELDS +) BEING OVERRUN BY M5E.
HAD TO BE LEFT AS A PLAYING AREA!

THE WOOLLI CRK BUSHLAND WAS LISTED AS UNTOUCHABLE

FROM ALYNN

103 ARMITREE ST

KINGSGROVE 2208

NSW.

notes MY THOUGHTS

THE GREATEST PROBLEMS WITH EXISTING MSE -

- 1) GETTING OFF MSE 1) AT KING GEORGES RD.
K.G. ROAD IS OVERLOADED + YOU'RE PUSHING EXTRA TRAFFIC ONTO IT.
- 2) GETTING OFF MSE 2) AT GENERAL HOLMES DRIVE.
G.H.D WAS AT CAPACITY (SAFE) BEFORE MSE FED IN ^{MORE}
- 3) GETTING OFF MSE 3) ONTO MARSH ST. INTO
INTERNATIONAL AIRPORT IS A REAL BOTTLENECK
RECTIFY THE FEEDER ROADS + MSE MK II MAY NOT BE NECESSARY.

THE BEXLEY RD DIP AT BEXLEY NTH STATION
SHOULD BE RAISED TO AVOID THE REGULAR FLOODING.

THE ARMAGARD ON EASTERN SIDE ACTS AS A DAM.

THE EXPERTS ON MSE(1) WERE AMAZED AT THE AMOUNT
OF WATER AT THE KINDALIN UNDERPASS (LOWEST POINT -
K.G.R^{OAD} - GAREMA CIRCUIT) CANTERBURY RD - TOWARDS
HURSTVILLE + PEAKHURST)

THE SPOIL - WHY CONVEY IT VIA G. CIRCUIT? ALREADY A
BUSY COMPLEX 6am - 6pm. THEN MOOREFIELD RD.?

ALREADY A BUSY ROAD. WHY NOT MSE(1) OR (2)?

+ A TOLL ON A ROAD THAT UNTIL THIS WAS FREE

A. LYNN.



61/450 Elizabeth Street
Surry Hills NSW 2010

27 January 2016

The Director
Infrastructure Projects Planning Services
NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Department of Planning Received 28 JAN 2016 Scanning Room
--

Attention: Director, Transport Assessments

SUBMISSION RE WESTCONNEX PROJECT

We submit that the NSW Government urgently reconsider the case for this huge toll road project, the estimated cost of which has reportedly blown out to more than \$16 billion (and rising). The project has been surrounded by a lack of accountability and transparency and the Government has failed to allow sufficient time for the public to make formal objections.

Rather than widening and extending existing motorways into the city, the Government should be building for the future by investing in an efficient public transport system. It is obvious that the more money you expend on building roads rather than on public transport, the more people are encouraged to drive their cars. And the more people drive cars, the heavier the congestion on our roads and the worse the traffic-based air pollution and resulting negative health impacts.

As frequent users of Sydney Park, we are particularly concerned about the huge increase in traffic around this fantastic recreational area and the spaghetti junction of flyovers planned in its immediate vicinity. The proposal will have a terrible effect on the amenity of the park, affecting access, air quality and quiet enjoyment of its open spaces. The proposed construction compound on the south side of the park will also take away an area currently used for public recreation.

We are also particularly concerned by the threat posed by the project to the character of King St, Newtown. We understand that the traffic flowing out of the St Peters Interchange will be somewhat reduced (though still a massive increase on current levels) by construction of

the third stage of WestConnex linking the new M5 and M4, however this stage hasn't even been designed or funded. In the meantime, and probably permanently, King St will be overwhelmed and its vibrant commercial and street life badly affected. In addition, heavy increases in traffic on the streets of suburbs such as Redfern, Green Square and Alexandria will irreparably damage the amenity of these neighbourhoods.

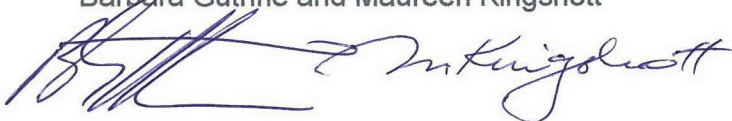
It appears that the NSW government has put the cart before the horse by committing billions of dollars of public money to the construction of WestConnex before a business case for the project has even been made out and the EIS completed. This is not a responsible way to manage public money. The Audit Office of NSW produced a damning report, as did SGS Economics and Planning, commissioned by the City of Sydney. MLC Ms Mehreen Faruqi published an economic analysis and critique in the Financial Review in 2014 which to our knowledge has never been rebutted. No wonder the electorate is increasingly cynical of the motives of politicians and senior public servants.

As retired public servants we understand the pressure which the Government's premature commitment of funds and arrogant dismissal of public concerns puts on departments such as yours to get the project under way. But we also understand your overriding obligation to serve the public, by providing accurate, honest advice to ministers on the costs, risks and benefits, in social, environmental and financial terms, of proposed projects.

We strongly object to the implementation of this deeply flawed project. It is time for the Government to go back to the drawing board before billions of dollars of public money is spent on putting more cars on Sydney's roads, damaging communities, the environment and public health and evicting thousands of people from their family homes and businesses.

Yours sincerely

Barbara Guthrie and Maureen Kingshott

The image shows two handwritten signatures in blue ink. The signature on the left is for Barbara Guthrie, and the signature on the right is for Maureen Kingshott. Both signatures are fluid and cursive.



Nicholas Fox (Architect)
 284 Belmont Street
 Alexandria
 NSW 2015
 25/1/16
 email: ntw_fox@optusnet.com.au

Reference: M5 EIS

Dear Sir/Madam,

I wish to state my strong objection to the proposed new M5 extension with respect to its impact on Sydney Park and residential areas surrounding it. Clearly there are many gaps in the EIS, which is lacking in detail particularly that relating to the impact of traffic and its management on both Sydney Park Road and Euston Road where, according to the EIS traffic will 'dissipate' into the surrounding area. Clearly this is a meaningless and deceptive statement and displays what is hoped for rather than what will happen. This road was a long held 40+ year dream of the old Department of Main Roads, but the current nightmare of a plan is something that only a fool would see as rational at the present time when it is clear that we cannot keep funnelling more and more cars into a city that is already choking under existing vehicle loads. There are better ways than imposing more and more cars onto residential areas, but the government just isn't listening to the people.

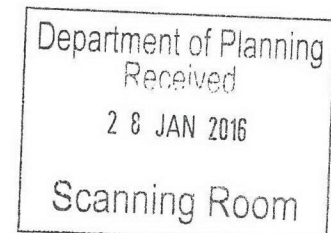
Euston Road is already at overcapacity during morning peaks and on weekends and widening the approaches can only exacerbate the current situation. It appears that the intention is to partly funnel traffic from Euston Road along Maddox Street, which is a short, narrow street with three roundabout on the west side which is a residential area. The road in this direction meets Mitchell Road, which is another road already at capacity both in the morning peak hours and in the afternoon from 4pm though frequently earlier. Mitchell Road is also at capacity on the weekends. If anything is clear it is that no study of traffic flows along these streets has been undertaken and there no consideration has been given to the Ashmore Estate development that covers 14 hectares and will see between 1400 and 1600 apartments built. The main exit from Ashmore will be onto Mitchell Road at the very junction where Maddox Street currently intersects it. Given the current high volumes of traffic already on Mitchell Road, any increase in traffic from Euston Road and the Ashmore Estate can only have one effect, namely traffic gridlock.

From the EIS it appears that 'traffic design,' if indeed one can give it such a grand title, for the surrounding roads has one major objective and that is to funnel traffic onto the new M5 extension and tunnel in order to maximize revenue to the NSW Government. The restrictions on which streets vehicles can currently turn into will be restricted in order to 'guide' traffic towards the new M5. The inconvenience this will cause to local residents is self-evident as it severely restricts how they can move out of the traffic affected parts of the suburb.

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

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

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



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

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

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

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

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

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

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

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Nicholas Fox', written over a horizontal line.

Nicholas Fox BSc BArch (Hons) UNSW

25 January 2016

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



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

I object to this project.

I agree with people in the local area of Erskineville, Newtown and Alexandria that this will have negative impacts on health, parking, traffic congestion and Sydney Park. I have not included here details on this as I am sure you have already received many submissions along these lines.

My primary objections relate to this being a poor use of my taxpayer money if the goal is to create a modern, sustainable (economically, socially and environmentally) city. I doubt that the subsequent stages of this project will ever be completed because we will have changed our transport emphasis. This stage will then merely move traffic congestion from one place to another, a total waste of money.

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.

I agree that I have not donated more than \$1000 to any political party, elected member, group or candidate within this financial year.

I agree to the NSW Planning Department publishing my submission on their website, including my name and suburb.

Yours faithfully

Jonathon Fairall
[REDACTED]



25 January 2016

Director of Infrastructure Projects
Planning Services
Department of Planning and Environment
Application Number SSI 6788

RE: WestConnex St Peters Interchange

Dear Sir,

I wish to object to the proposed M5 interchange at St Peters.

Apart from all the obvious problems associated with this project which have been voiced many times, I can't get over that there's been absolutely **NO BASIC COMMON SENSE** in the decision to create a huge interchange in a dense suburban area as the Inner West which will solve nothing and create havoc with people's lives.

The additional traffic that will channel down King Street Newtown will make it more congested than it is now and I predict more detrimental traffic modifications will be imposed at a later date adding to this debacle.

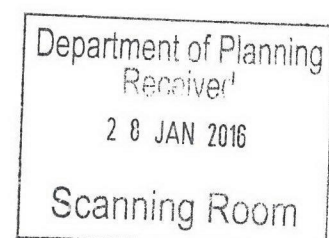
Residents doing 'rat runs' behind King Street to by pass the bumper to bumper stand still traffic now. Some of the streets are narrow, some 3 cars wide. These streets will also be gridlocked.

I have lived in the Inner West/ Southern Sydney from a child and I can tell you traffic on King Street to the city was nightmare as far back as the 50's. You must know what that street is like, someone must have checked it out and considered the impact. How could this decision be approved? This Interchange is not the answer. Public Transport is.

A seriously dumb decision by some politicians we've elected thinking they should have had the skills to govern in a sensible, considered manner but I'm not seeing much of that lately. I despair at some of the stupid outcomes being made on our behalf. What's happening? Where are the astute, smart people?

In closing, I would like the interchange to be called – **The Duncan Gay Interchange**, so that in years to come when it's an obvious disaster, Sydney's Inner West can pour scorn on his name similar to Harry Seidler's Blues Point Tower, the Cahill Expressway and James Packer's Casino at Barangaroo.

Pamela Creer



[REDACTED]
Glebe NSW 2037

25 January 2016

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



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

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I agree to the NSW Planning Department publishing my submission on their website, including my name and suburb.

Yours faithfully

W. M. Chapman

Wendy Chapman
[REDACTED]

28 January 19, 2016

Director infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 14_67899
GPO Box 39
Sydney NSW 2001



Dear Director,

I am writing to you with a submission that outlines my concerns about the 'WestConnex New M5' (SSI_6788) Environmental Impact Statement (EIS).

Although I agree that my submission may be made public, I request that my name, address and contact details are not.

I have lived in St Peters with my wife since 2003 and was aware of the "road corridor" caveat upon the property when we purchased our home. However I object to the current proposal as set out in the EIS and request a written response addressing the following.

Pollution: I understand that air quality modeling has been used when preparing the EIS and that this particular modeling has never been used in Australia before. Also, unfiltered pollution stacks are proposed. Further, that the NSW Government body: Environmental protection Authority (EPA) does not adhere to the World Health Organisations standards on particulate matter as other states in Australia have done and this is represented in the EIS.

Given the amount of schools that are close to the project and children who live nearby, I find this totally unacceptable and request these issues are addressed as a matter of priority.

Parking: Since we became residents of St Peters the area has seen a significant increase in apartment buildings, many of these do not have sufficient "off street" parking. As a result parking in the immediate area is inadequate and the removal of even more parking spaces including some temporarily during construction and some permanently will only exacerbate the issue.

Native Fauna and Flora: I am concerned that the proposed removal of a majority of the critically endangered Iron Bark forest along the Cooks River at Kingsgorve will have a detrimental effect on local fauna that rely on this beautiful and essential species for their very existence and request that this not commence. There are a number of other issues I am concerned with including the destruction of colonies of the endangered green and gold bell frog in and around the Kogarah Golf Course in Arncliffe.

Another issue of major concern is the proposed drawing down of ground water for the purpose of tunneling; I need not explain what destruction this may wreak upon endemic species of fauna and flora and request that there be no alteration of ground water in any part of the project.

Department of Planning
Received
28 JAN 2016
Scanning Room

Noise: As construction may take many years and we are right next to and on three sides surrounded by the construction zone (please see figure 58 Bus stops requiring closure or relocation during construction) we have concerns about increasing and excessive noise both during and post construction and request information on what measures will be taken to mitigate this for us and our remaining neighbors.

An example of my post construction noise concerns is that we and our neighbors may be left living next to a busy intersection with the sound of the pedestrian crossing (alarms that indicate to vision impaired persons when it is safe to cross) never ending.

I am of the understanding that there may be a list of properties that may be eligible for insulation and request information on where those properties are.

Amenity: As previously indicated, our home will be surrounded by a construction zone on three sides should the project commence. The information provided thus far on what the end result of the completed project may look like is very vague and somewhat confusing. On some of the maps relating to our immediate area there are trees and foot paths on both sides of local streets, yet on other maps and glossy brochures, there are none.

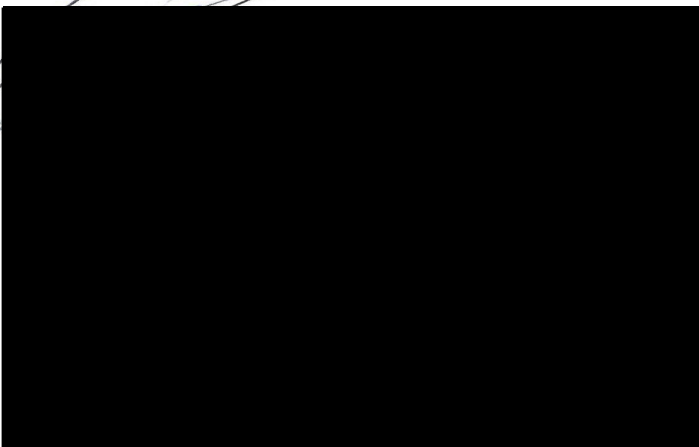
I am concerned about how the area will look post construction if completed and request specific information including exactly where new trees will be planted, sound walls etc will be erected, foot paths, cycle ways and traffic lights etc are to be built as well as related shadowing forecasts.

Director, whilst I am not totally opposed to the entire project and agree that upgrading roads between facilities such as Port Botany and the airport as well as some improvements to already existing motor ways and infrastructure is a necessity for commerce to continue in a modern city such as ours.

It is for reasons outlined above, that I object to the current proposal as it is outlined in the EIS and look forward to a response to all of my concerns.

I am of the firm belief that more emphasis be placed on improving public transport links when spending public funds and that as a society we should be addressing issues such as ever expanding populations rather than just keep building more and more infrastructure thus placing increasing pressure on ever diminishing resources from our finite planet.

Thank you for considering the above.



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

Maggie Aitken

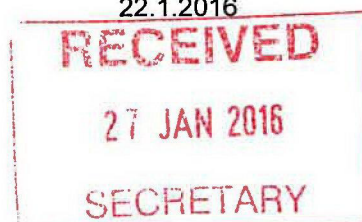
Alexandria 2015

22.1.2016

Dear Sir/Madam,

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

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



DESTRUCTION OF BIODIVERSITY

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

DEGRADATION OF RECREATIONAL GREEN SPACES

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

TRAFFIC IMPACTS ON LOCAL ROADS

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

TRAFFIC MODELLING

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

URBAN DESIGN

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

AIR QUALITY

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

POOR ANALYSIS OF ALTERNATIVES

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

Yours sincerely, Maggie Aitken

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

From: Antony Skinner [REDACTED]
Sent: Wednesday, 20 January 2016 8:24 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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.

- 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.
- 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.

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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.

- 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 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.
- 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.
- 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 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.

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- 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.
- 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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- 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.

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,

Antony Skinner

Sydney NSW 2050, Australia

From: Maria Stefanopoulos [REDACTED]
Sent: Wednesday, 20 January 2016 8:24 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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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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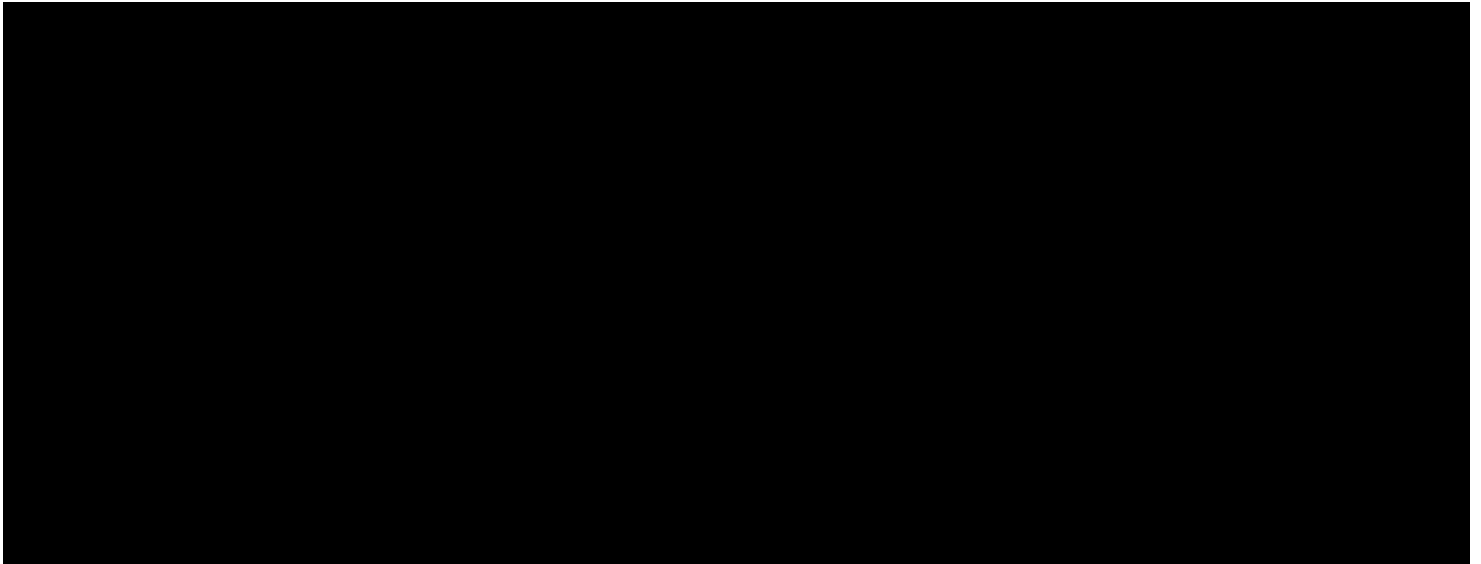
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Yours sincerely,

Maria Stefanopoulos

Sydney NSW 2204, Australia



From: Eran Asoulin [REDACTED]
Sent: Wednesday, 20 January 2016 8:21 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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Yours sincerely,

Dr. Eran Asoulin



From: Joseph Deattista [REDACTED]
Sent: Wednesday, 20 January 2016 7:56 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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We the community of Arncliffe/Wolli Creek have had our fair share of development and we don't deserve these added disruptions and changes to our lives. Many residents are scared of the impending loss/damage or acquisition of their family home

Yours sincerely,

Joseph Deattista

Sydney NSW 2205, Australia

From: Richard Stone [REDACTED]
Sent: Wednesday, 20 January 2016 7:49 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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- 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 that they will not create clearways or further widen roads are worthless.

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

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

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.

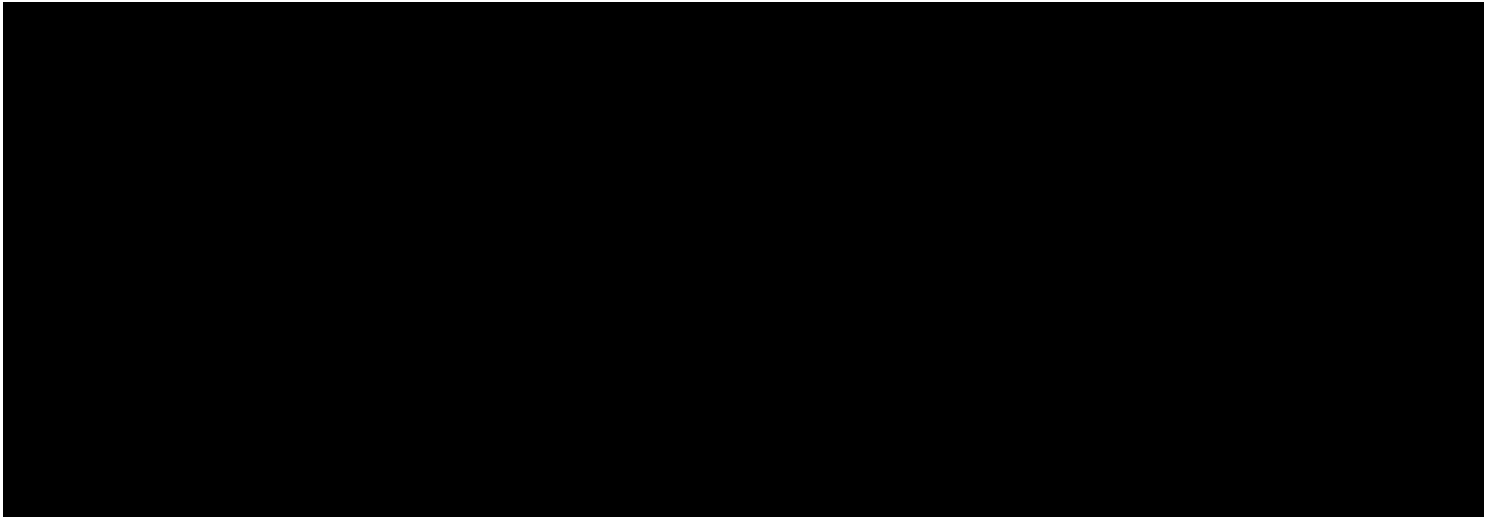
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billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Richard Stone

Sydney NSW 2042, Australia



From: Warren O'Brien [REDACTED]
Sent: Wednesday, 20 January 2016 7:47 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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.

- 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.
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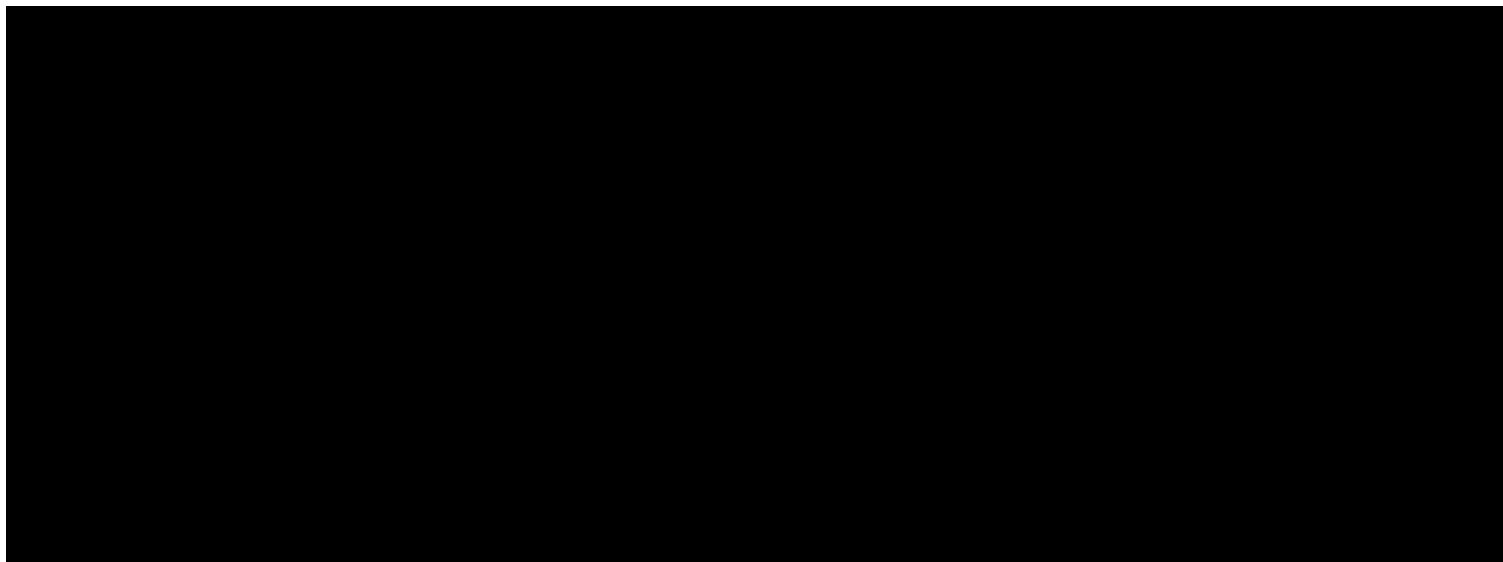
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Yours sincerely,

Warren O'Brien

Sydney NSW 2044, Australia



From: [REDACTED]
Sent: Wednesday, 20 January 2016 7:46 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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

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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,

[REDACTED]

[REDACTED]

[REDACTED]

From: Fiona Yardley [REDACTED]
Sent: Wednesday, 20 January 2016 7:45 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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.

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- I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so independent traffic planners can test its results. All indications are that we have passed 'peak car' yet this project and other major interstate road proposals assume that car use will increase and continue increasing. These models are wrong and destructive.
- I object to the superficial consideration of alternatives which consists of little more than assertions 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.
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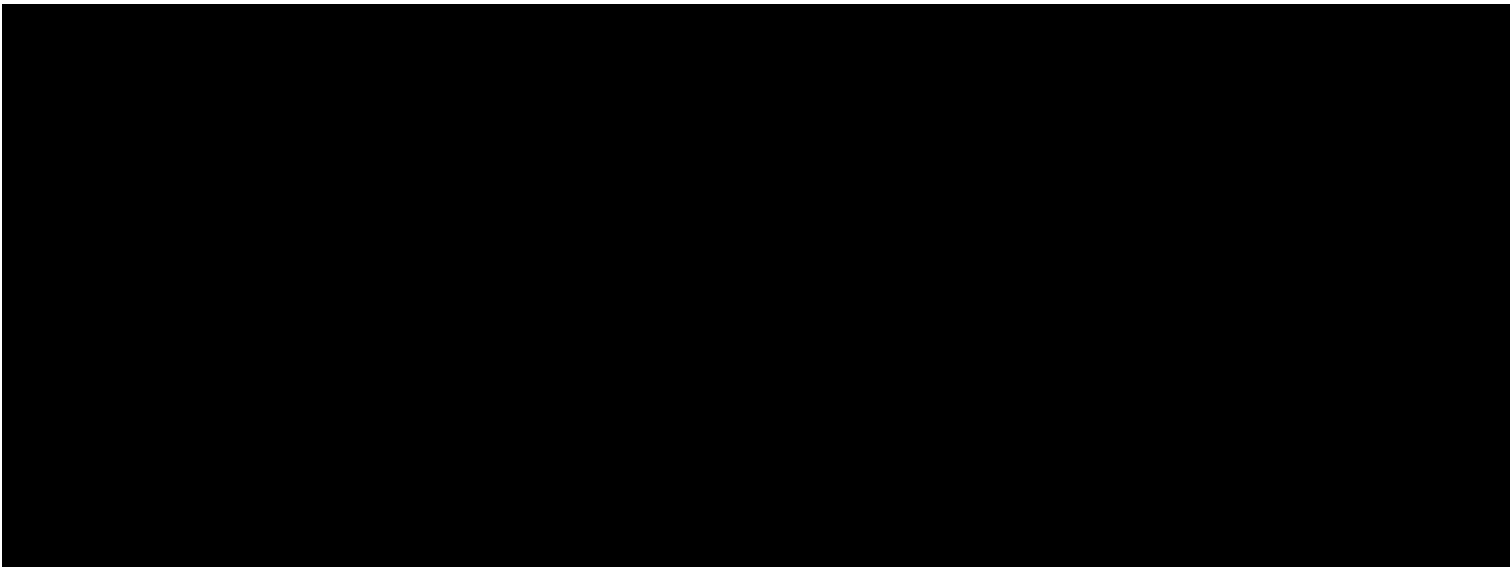
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These are grievous concerns. This government stands to lose all credibility if this project goes ahead; people will not forget.

Sincerely,

Fiona Yardley



From: [REDACTED]
Sent: Wednesday, 20 January 2016 7:44 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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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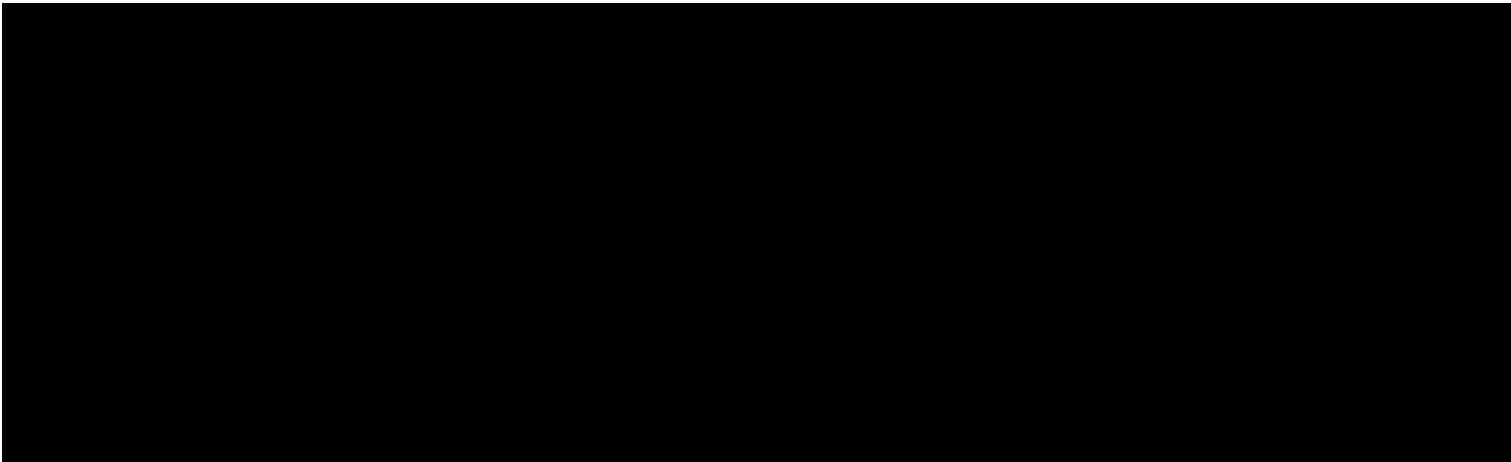
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The fact that the NSW Government has



From: [REDACTED]
Sent: Wednesday, 20 January 2016 7:22 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

I wish to register my strong objection to the WestConnex New M5 proposal.

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.

In regards to the WestConnex New M5 and this EIS, I also object to the following:

- I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better use of its enormous \$16.8 billion cost, such as improved public transport, effective road management, and investments in better transport connections and employment opportunities in Sydney's west.
- I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.
- I strongly object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project.

- I strongly object to the monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- I strongly object to the manner in which this project deliberately exposes communities in certain areas to increased pollution. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
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- I 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. 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 strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.
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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.

Yours sincerely,



[REDACTED]

[REDACTED]

From: Mitch Seiden [REDACTED]
Sent: Wednesday, 20 January 2016 7:14 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

I wish to register my strong objection to the WestConnex New M5 proposal.

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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.

In regards to the WestConnex New M5 and this EIS, I also object to the following:

- I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better use of its enormous \$16.8 billion cost, such as improved public transport, effective road management, and investments in better transport connections and employment opportunities in Sydney's west.
- I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.
- I strongly object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project.

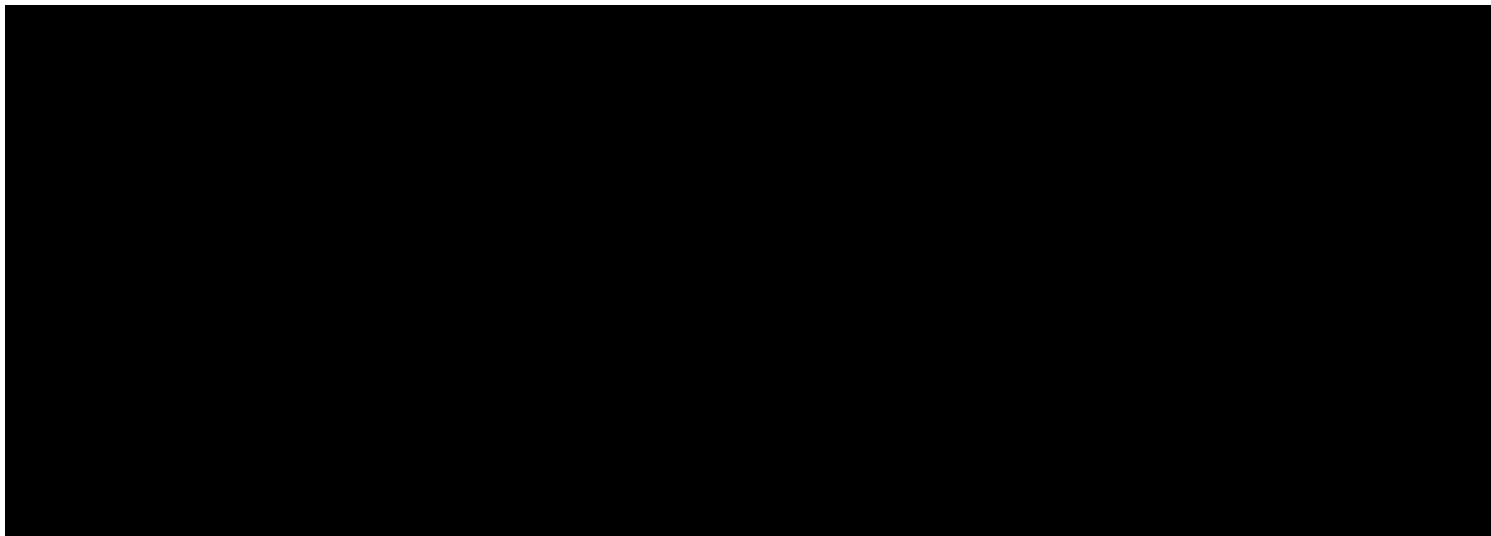
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I therefore ask that you reject this proposal. I expect that my submission will be published in accordance with the undertaking on your website and that you will provide a written response to my objections.

Yours sincerely,

Mitch Seiden



From: [REDACTED]
Sent: Wednesday, 20 January 2016 6:59 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

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From: Jo Alley [REDACTED]
Sent: Wednesday, 20 January 2016 6:42 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

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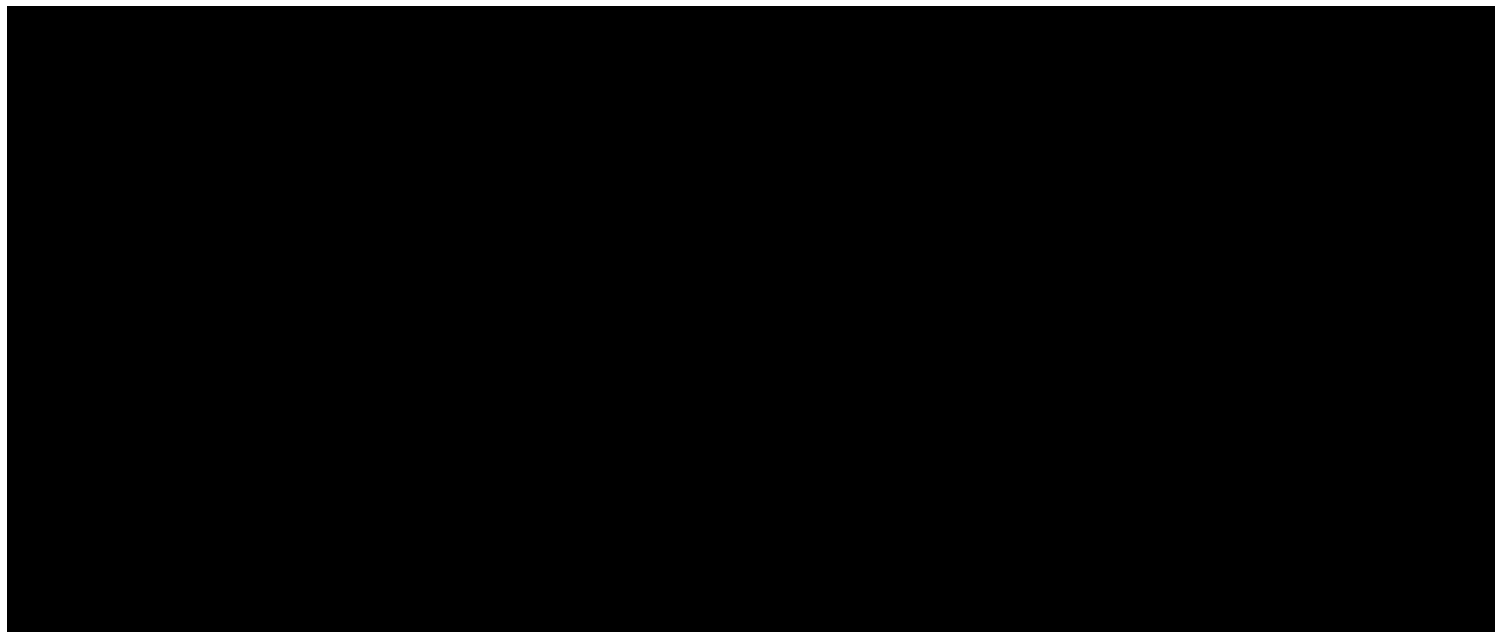
I therefore ask that you reject this proposal. I expect that my submission will be published in accordance with the undertaking on your website and that you will provide a written response to my objections.

I also object to the tokenistic consultation process including the consultation period for this EIS being held over the Christmas holiday period. It is a strategy to minimize dissent.

Yours sincerely,

Jo Alley

Sydney NSW 2131, Australia



From: [REDACTED]
Sent: Wednesday, 20 January 2016 5:56 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

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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.

Yours sincerely,



[REDACTED]

[REDACTED]

From: Sandra Reucker [REDACTED]
Sent: Wednesday, 20 January 2016 5:52 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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

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Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, 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.

In regards to the WestConnex New M5 and this EIS, I also object to the following:

- I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better use of its enormous \$16.8 billion cost, such as improved public transport, effective road management, and investments in better transport connections and employment opportunities in Sydney's west.
- I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.
- I strongly object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project.

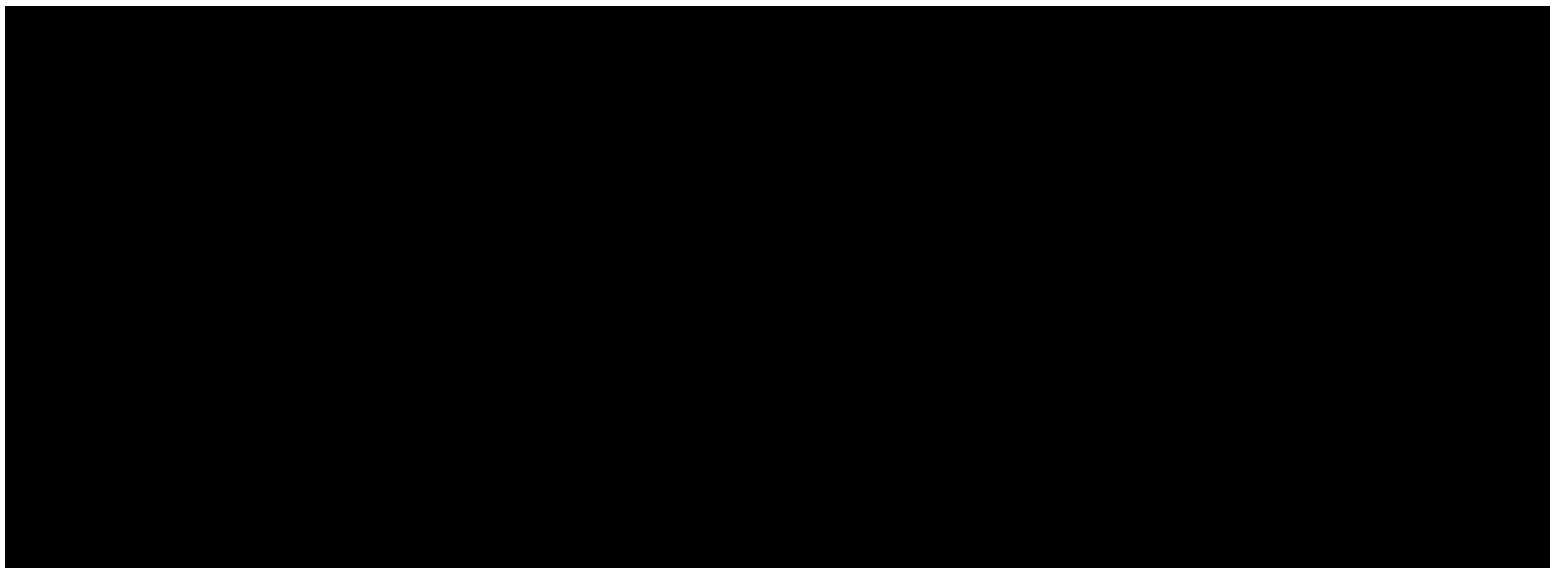
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- I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
- I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.
- 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. 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.
- I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.
- I strongly object to the proponents using public parklands and green spaces, including large parts of Sydney Park, as construction compounds. These are spaces that are enjoyed by thousands of men, women and children every day, and it is not acceptable to simply take these for years on end to build such a polluting and financially unviable toll road.

- I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.
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- I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.
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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.

Yours sincerely,

Sandra Reucker
Sydney NSW 2043, Australia



From: Hayley Seiler [REDACTED]
Sent: Wednesday, 20 January 2016 5:39 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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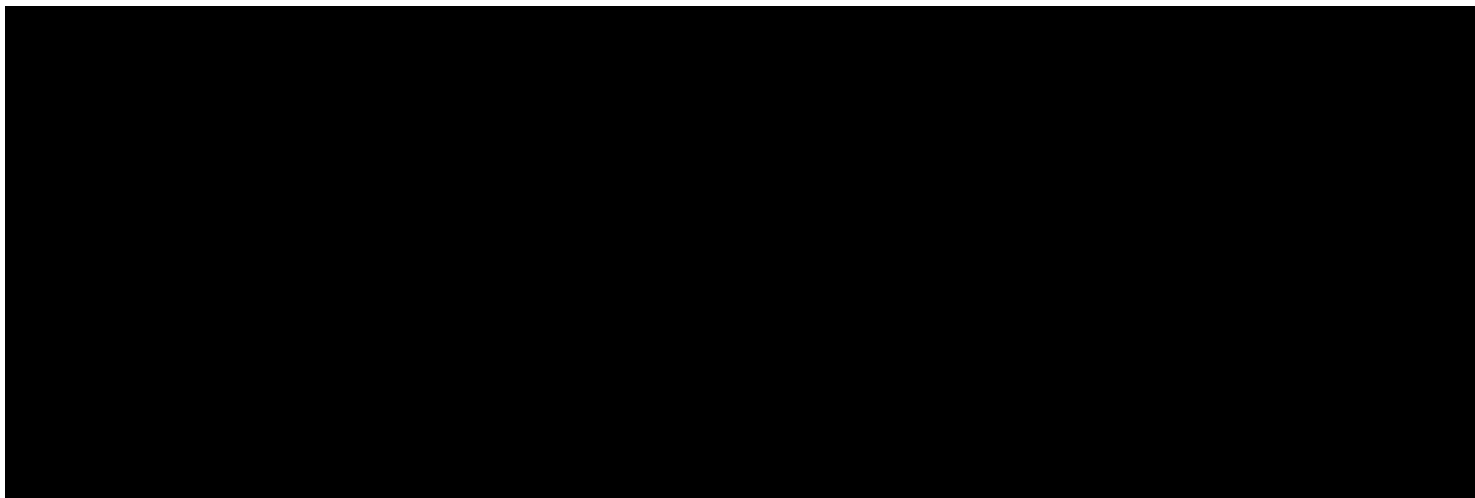
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Hayley Seiler



From: Jeremy Mohamed [REDACTED]
Sent: Wednesday, 20 January 2016 5:16 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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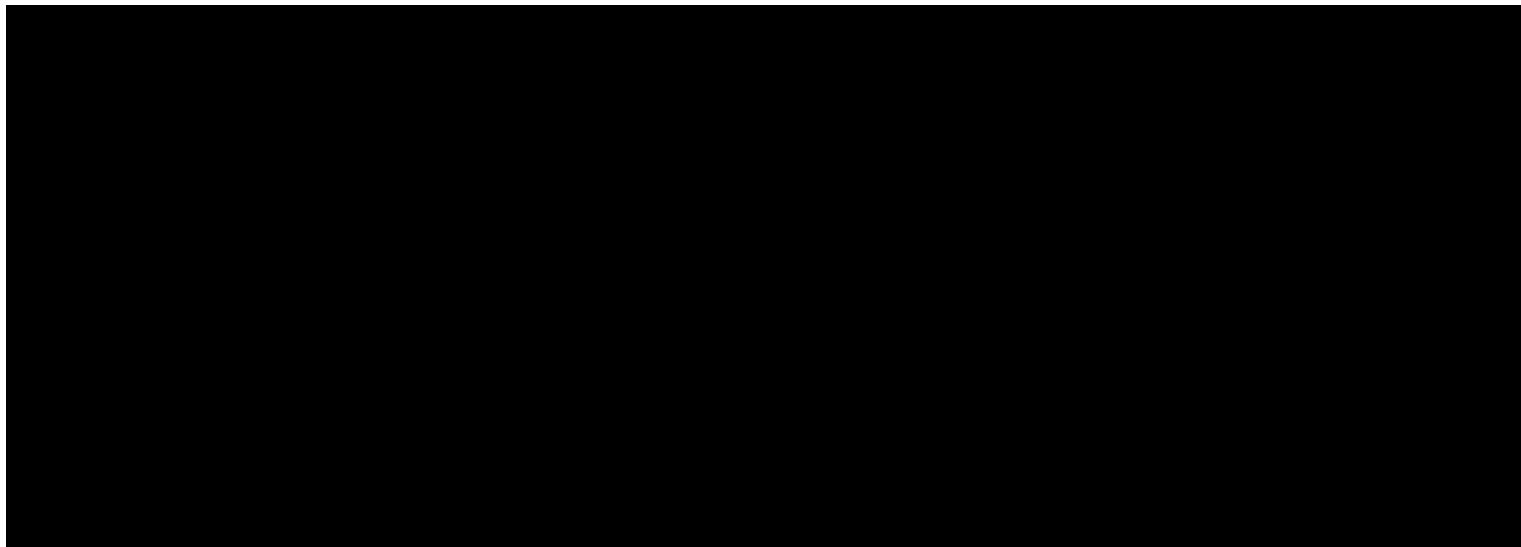
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Yours sincerely,

Jeremy Mohamed



From: Christine Gerrans [REDACTED]
Sent: Wednesday, 20 January 2016 5:13 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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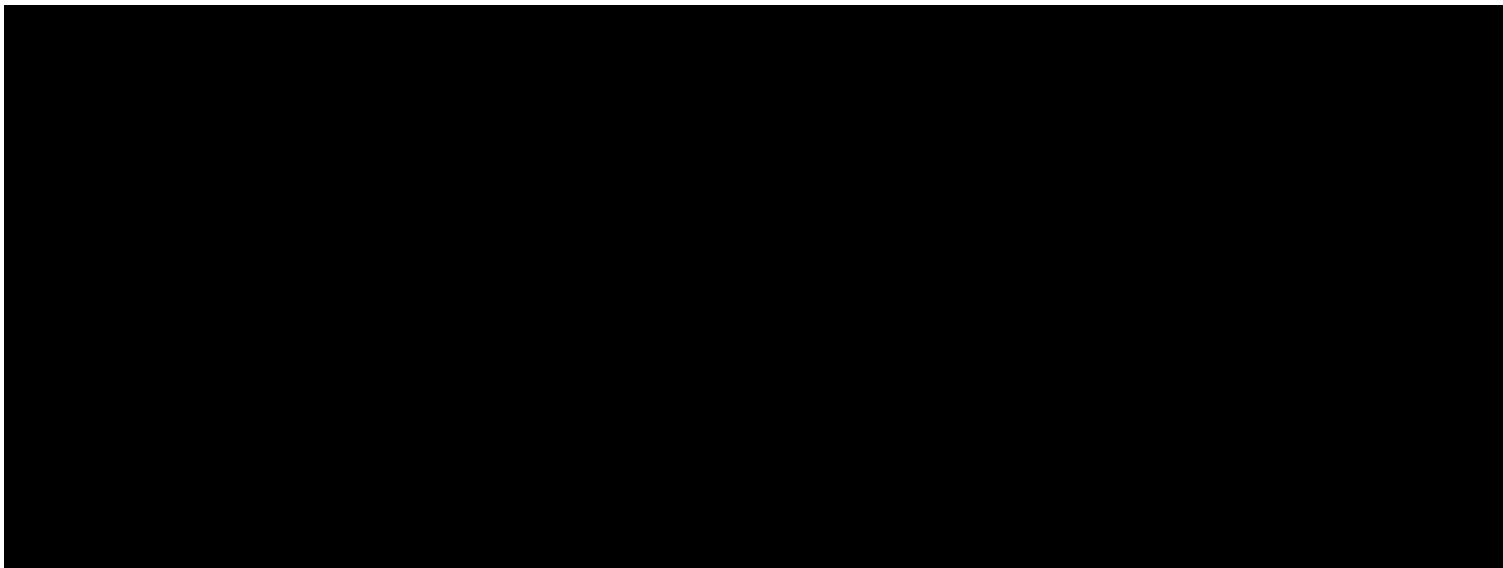
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Christine Gerrans



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Sent: Wednesday, 20 January 2016 4:52 AM
To: DPE CSE Information Planning Mailbox
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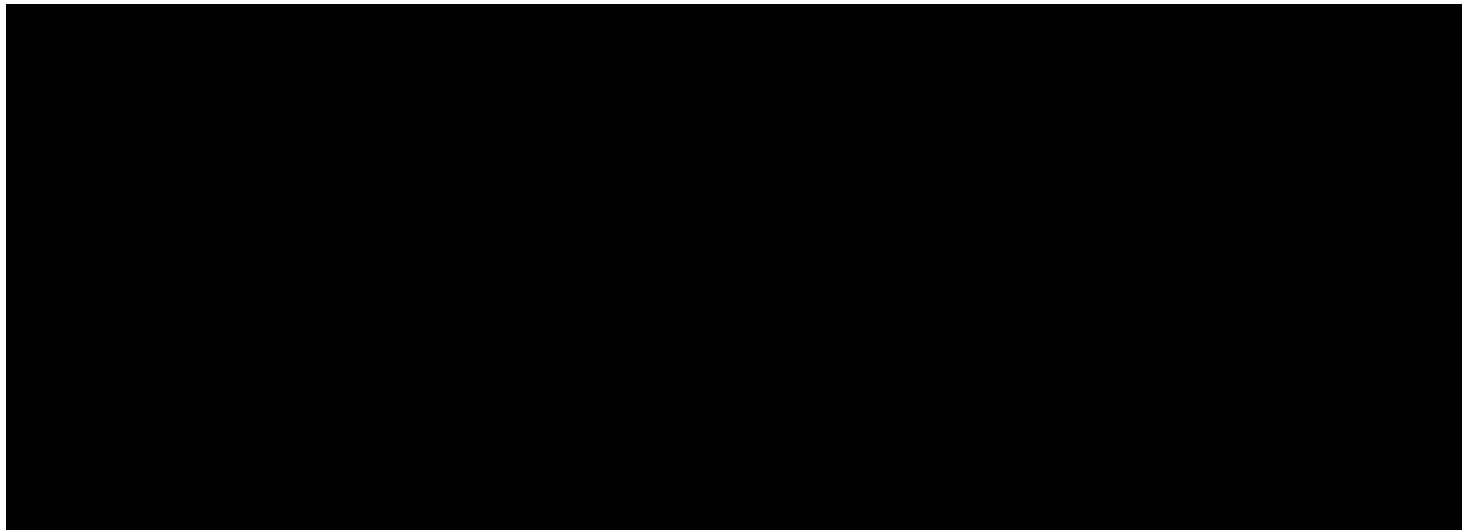
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- I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.
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- I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

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.

Yours sincerely,

Peter Erken



From: Tanya Lanagan [REDACTED]
Sent: Wednesday, 20 January 2016 3:26 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

I wish to register my strong objection to the WestConnex New M5 proposal.

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.

In regards to the WestConnex New M5 and this EIS, I also object to the following:

- I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better use of its enormous \$16.8 billion cost, such as improved public transport, effective road management, and investments in better transport connections and employment opportunities in Sydney's west.
- I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.
- I strongly object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project.

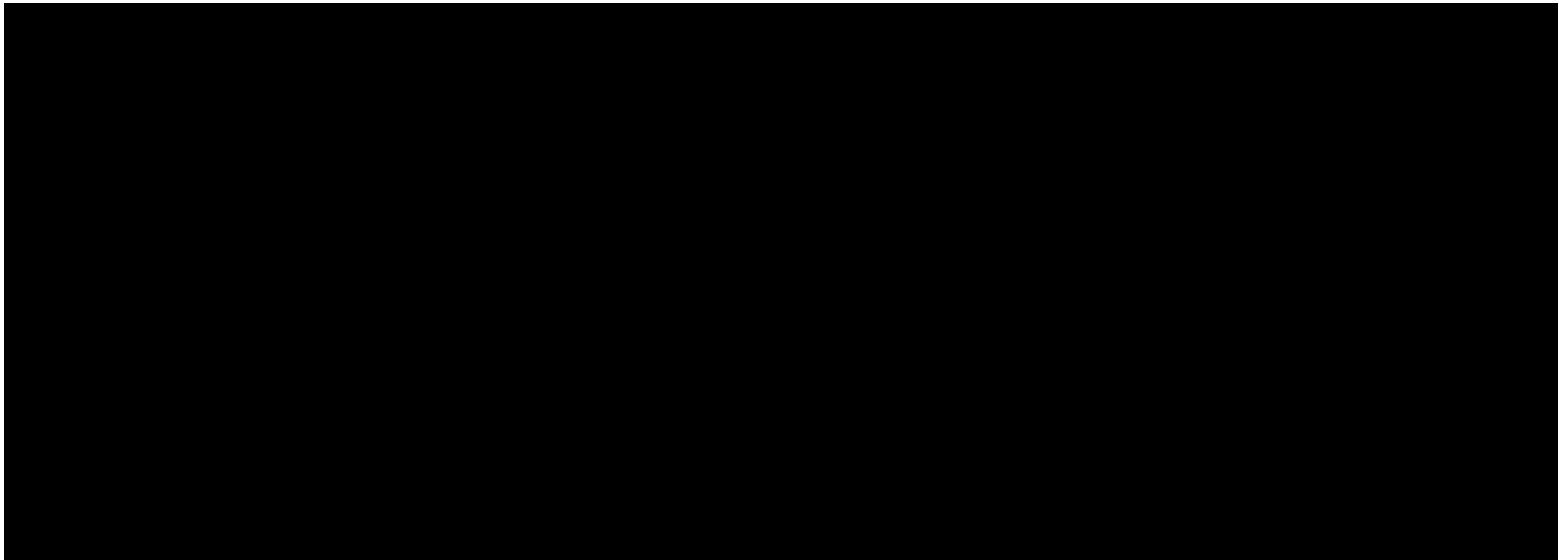
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- I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
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- I strongly object to the fact that 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. 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 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.

Yours sincerely,

Tanya Lanagan



From: Ruby Puckeridge [REDACTED]
Sent: Wednesday, 20 January 2016 1:29 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

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Yours sincerely,

Ruby Puckeridge



From: Stephen Bakopanos [REDACTED]
Sent: Wednesday, 20 January 2016 1:26 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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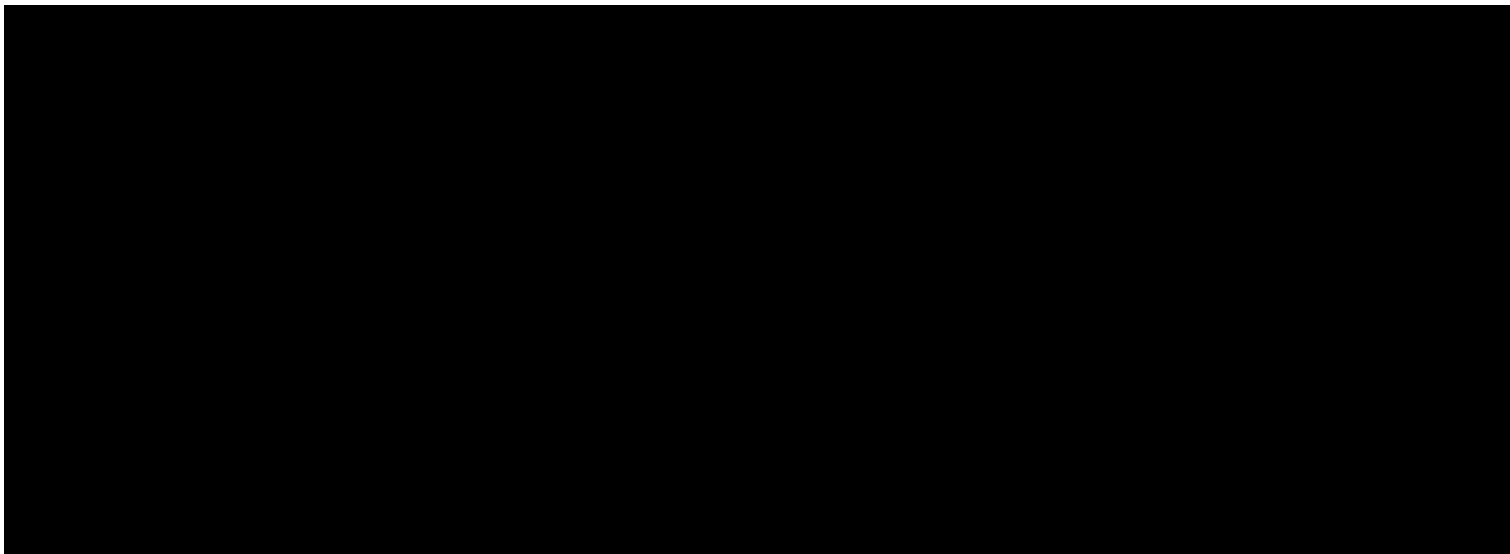
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Stephen Bakopanos



From: Hiske weijers [REDACTED]
Sent: Wednesday, 20 January 2016 1:12 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

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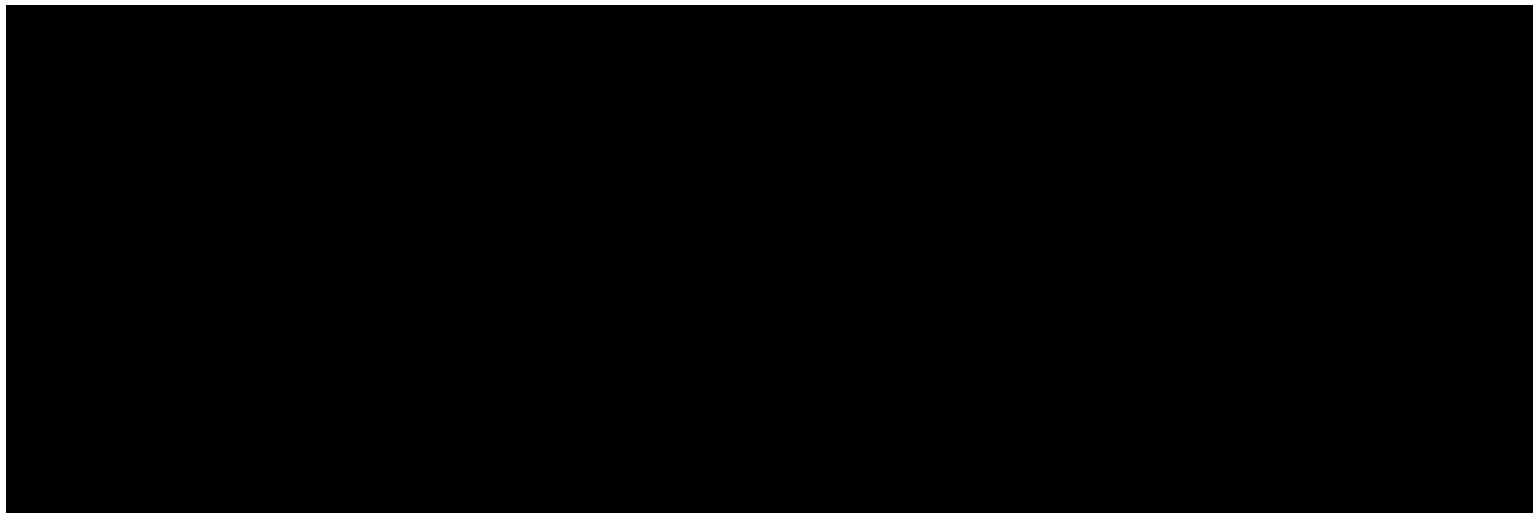
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Yours sincerely,

Hiske weijers



From: [REDACTED]
Sent: Wednesday, 20 January 2016 12:49 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

I wish to register my strong objection to the WestConnex New M5 proposal. I am very concerned this antiquated road development is NOT the future for a global city like Sydney.

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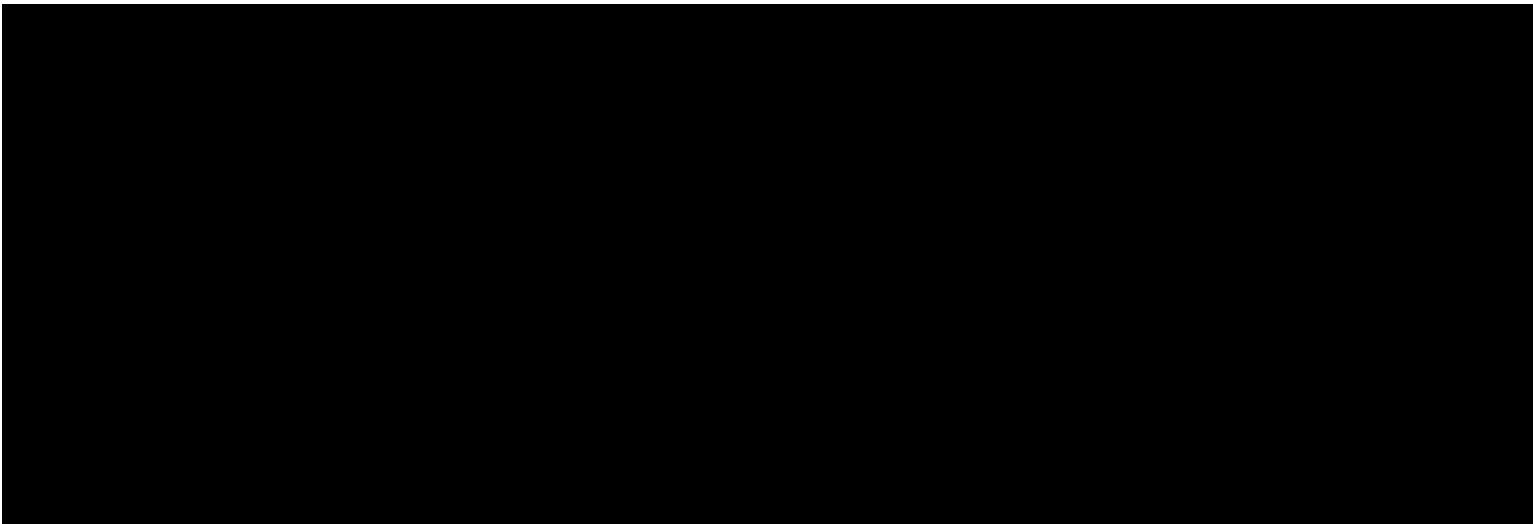
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- I strongly object to the huge increases in traffic across the New M5 route that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
- I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.
- 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. 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.
- I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.
- I strongly object to the proponents using public parklands and green spaces, including large parts of Sydney Park, as construction compounds. These are spaces that are enjoyed by thousands of men, women and children

every day, and it is not acceptable to simply take these for years on end to build such a polluting and financially unviable toll road.

- I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.
- I strongly object to compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government was told three years ago was deeply unfair to people whose properties were being forcibly acquired. It is clear from the number of home and business owners who have had their properties seriously undervalued by the RMS that such changes were not implemented, and in fact the government appears to have become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex.
- I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.
- I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.
- I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.
- I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

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.



From: [REDACTED]
Sent: Wednesday, 20 January 2016 12:38 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

I wish to register my strong objection to the WestConnex New M5 proposal.

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.

In regards to the WestConnex New M5 and this EIS, I also object to the following:

- I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better use of its enormous \$16.8 billion cost, such as improved public transport, effective road management, and investments in better transport connections and employment opportunities in Sydney's west.
- I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.
- I strongly object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project.

- I strongly object to the monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- I strongly object to the manner in which this project deliberately exposes communities in certain areas to increased pollution. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
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- I 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. 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 strongly object to the proponents using public parklands and green spaces, including large parts of Sydney Park, as construction compounds. These are spaces that are enjoyed by thousands of men, women and children every day, and it is not acceptable to simply take these for years on end to build such a polluting and financially unviable toll road.

- I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.
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- I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

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.



From: Suzanne Rizzo [REDACTED]
Sent: Wednesday, 20 January 2016 12:21 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

I wish to register my strong objection to the WestConnex New M5 proposal.

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.

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In regards to the WestConnex New M5 and this EIS, I also object to the following:

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

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

I object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project.

I strongly object to the monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.

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

I object to the huge increases in traffic across the New M5 route that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.

I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.

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I 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. 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 strongly object to the proponents using public parklands and green spaces, including large parts of Sydney Park, as construction compounds. These are spaces that are enjoyed by thousands of men, women and children every day, and it is not acceptable to simply take these for years on end to build such a polluting and financially unviable toll road.

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

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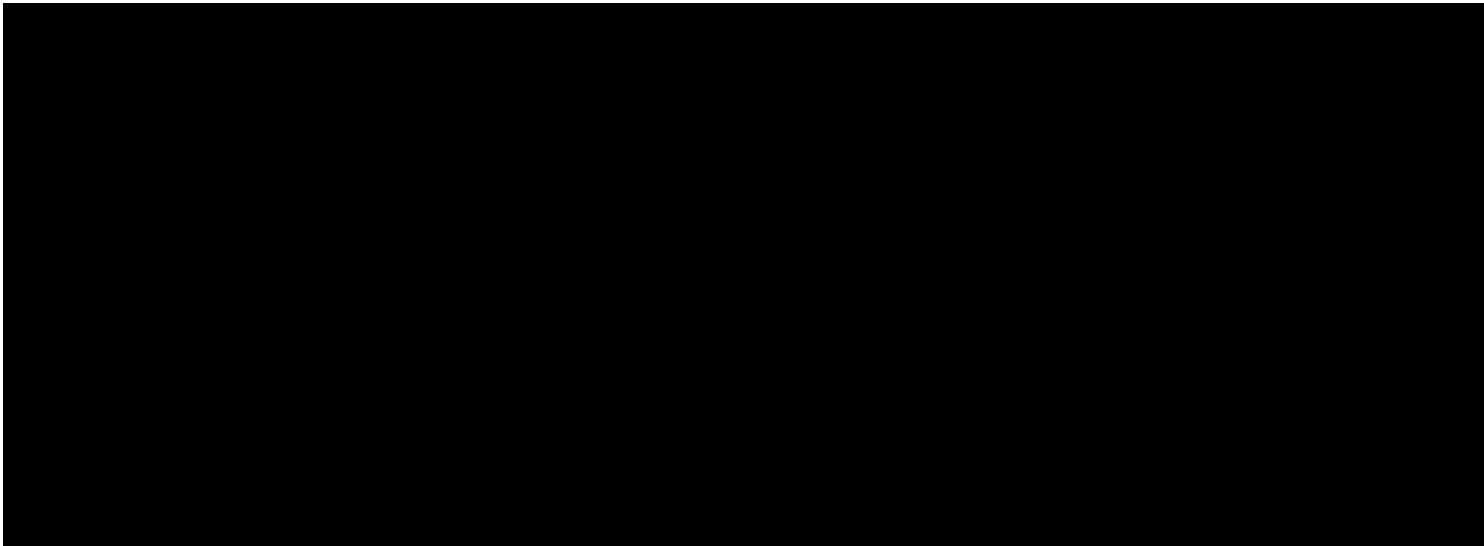
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I therefore ask that you reject this proposal. I expect that my submission will be published in accordance with the undertaking on your website and that you will provide a written response to my objections.

Yours sincerely,

Suzanne Rizzo

Sydney NSW 2043, Australia



From: Sam Ali [REDACTED]
Sent: Wednesday, 20 January 2016 12:17 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

I wish to register my strong objection to the WestConnex New M5 proposal.

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.

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In regards to the WestConnex New M5 and this EIS, I also object to the following:

- I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better use of its enormous \$16.8 billion cost, such as improved public transport, effective road management, and investments in better transport connections and employment opportunities in Sydney's west.
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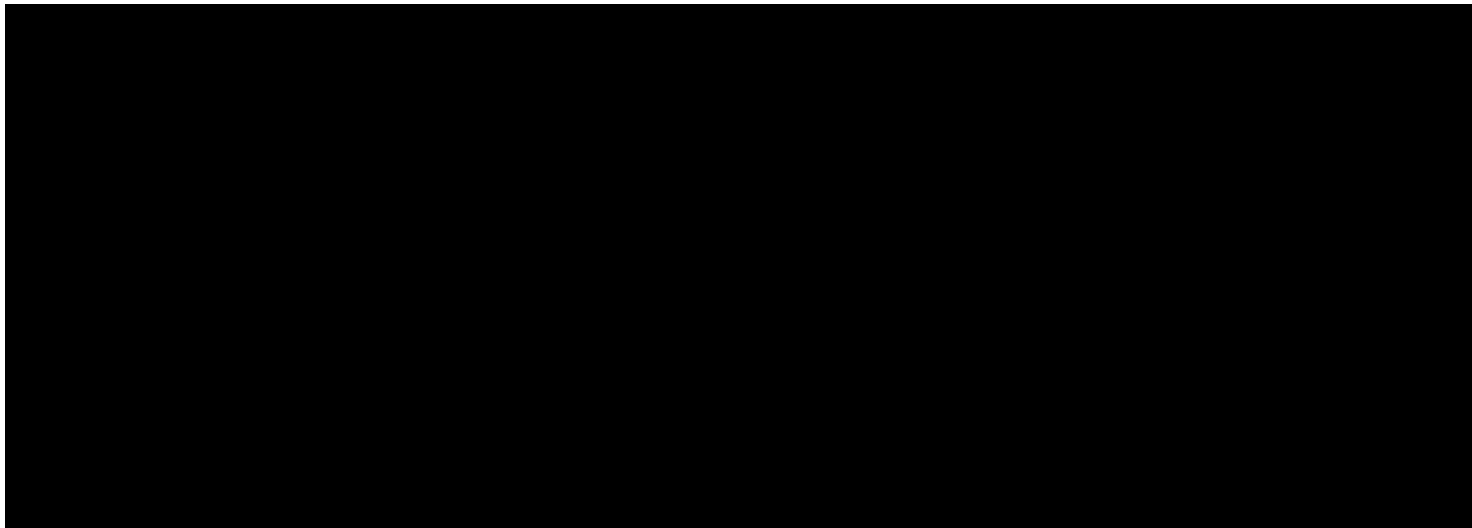
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- I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.
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- I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

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.

Yours sincerely,

Sam Ali



From: Angela Szalun [REDACTED]
Sent: Wednesday, 20 January 2016 12:13 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

I wish to register my strong objection to the WestConnex New M5 proposal. I did not agree with the M4 section becoming part of the WestConnex.

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.

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In regards to the WestConnex New M5 and this EIS, I also object to the following:

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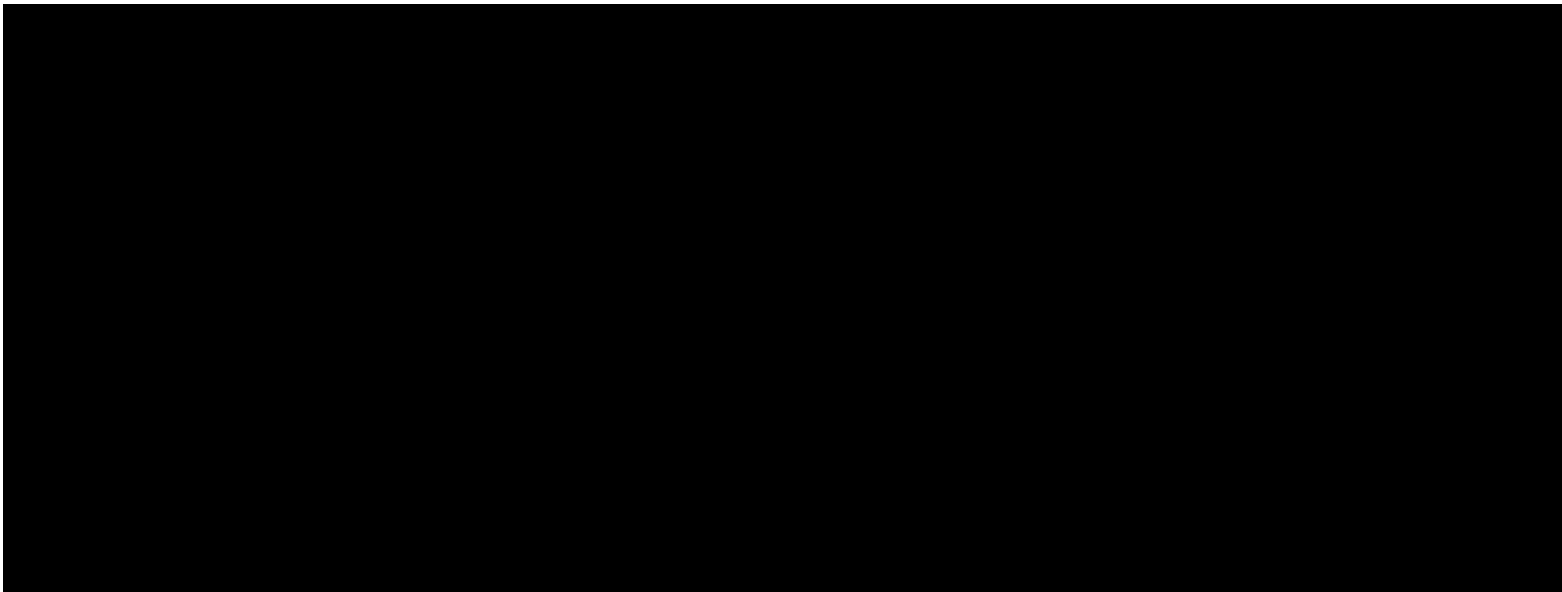
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I therefore ask that you reject this proposal. I expect that my submission will be published in accordance with the undertaking on your website and that you will provide a written response to my objections.

Yours sincerely,

Angela Szalun

Sydney NSW 2747, Australia



From: [REDACTED]
Sent: Tuesday, 19 January 2016 11:49 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

I wish to register my strong objection to the WestConnex New M5 proposal.

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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.

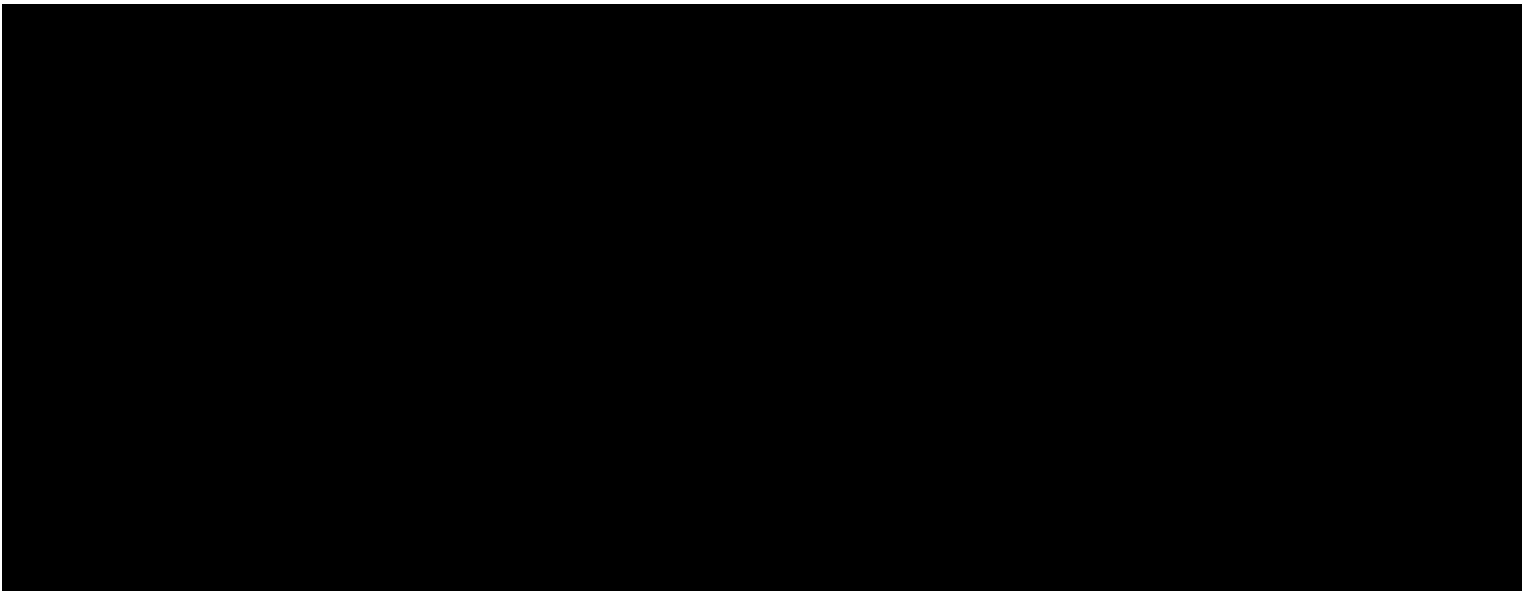
In regards to the WestConnex New M5 and this EIS, I also object to the following:

- I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better use of its enormous \$16.8 billion cost, such as improved public transport, effective road management, and investments in better transport connections and employment opportunities in Sydney's west.
- I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.
- I strongly object to the total failure of this EIS to consider negative impacts of the entire WestConnex even as it relies on 'benefits' for the entire toll road to justify this particular project.

- I strongly object to the monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- I strongly object to the manner in which this project deliberately exposes communities in certain areas to increased pollution. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
- I strongly object to the huge increases in traffic across the New M5 route that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
- I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.
- 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. 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.
- I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.
- I strongly object to the proponents using public parklands and green spaces, including large parts of Sydney Park, as construction compounds. These are spaces that are enjoyed by thousands of men, women and children every day, and it is not acceptable to simply take these for years on end to build such a polluting and financially unviable toll road.

- I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.
- I strongly object to compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government was told three years ago was deeply unfair to people whose properties were being forcibly acquired. It is clear from the number of home and business owners who have had their properties seriously undervalued by the RMS that such changes were not implemented, and in fact the government appears to have become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex.
- I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.
- I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.
- I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.
- I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

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.



From: Lisa Barbagallo [REDACTED]
Sent: Tuesday, 19 January 2016 11:31 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

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

I wish to register my strong objection to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

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.

In regards to this specific proposal, I also wish to raise a number of specific objections, and I wish to receive a written response to each of these.

This EIS relies on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects being not only unfunded but unplanned (or if such plans have been released publicly).

The substandard assessment of the social and psychological impact of this project on affected areas is unacceptable.

WestConnex M4 and M5 will remove 40 hectares of vegetation, which cools suburbs and reduce our carbon footprint. Thousands of mature trees will be destroyed if this project goes ahead, including the critically endangered Cooks River Castlereagh Ironbark Forest in Beverly Hills/Kingsgrove. Multiple parks, including Sydney Park, Camdensville Park, and the M5 Linear Park will be destroyed in whole or part, which will substantially impact the liveability and amenity of the surrounding areas for the thousands of people who use these parks every day.

Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, which has caused additional and completely unnecessary distress and trauma for the owners. I find it disturbing that the NSW Government was warned three years ago that the compulsory acquisition process was unfair to those

whose properties were being forcibly taken, yet has both failed to make the changes recommended and actively suppressed the report that handed down these findings.

The impact of hundreds of diesel trucks, dust and noise on communities, including during years of construction, has been extremely poorly assessed in this EIS. There has also been no attempt to assess the cumulative impact of these from the entire WestConnex project, even though elements such as the M4 East are due to be constructed at the same time. For example, what will be the impact of trucking and dumping the spoil from both projects on residents in the areas where this will be taken? This EIS does not say.

This project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion. Even the proponents admit that only 80% of the traffic expected to pour out of the St Peters Interchange can be absorbed within the existing road network. No attempt is made in this EIS to assess how this issue will be dealt with if the M4-M5 link, Sydney Gateway and Southern Extension are not built. Considering none of these projects are currently funded or designed, this is an extremely serious failing.

The analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation, in this EIS is utterly inadequate. The EIS also ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.

The EIS provides no hard evidence about why alternatives to WestConnex won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.

No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.

The cost of WestConnex is now escalating at an alarming rate. Construction has barely begun, yet its budget has blown out at a rate of over \$2 billion a year. Given this project is largely being funded by taxpayers, this is an unacceptable use of public money, and is a clear indicator of the extremely poor governance and lack of independent scrutiny that characterise this project and the entire WestConnex.

The air quality model used in this and other WestConnex EISs has never been used before in Australia. The NSW Environmental Protection Agency, which is supposed to be charged with monitoring pollution and protecting citizens from it, openly admits that it does not have the capacity to assess or verify the model. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and impair lung development in children. I find it alarming that such a project as this is even being proposed given how heavily populated the areas surrounding WestConnex are.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

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.

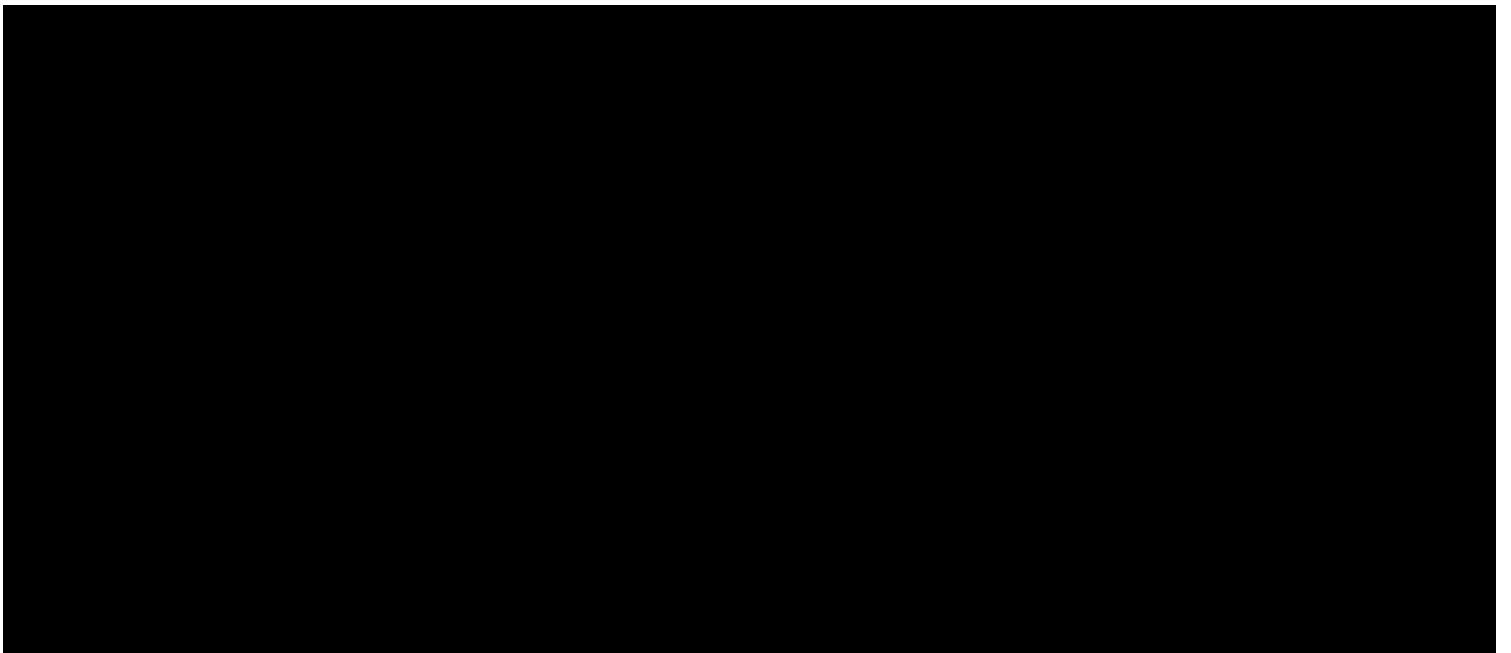
I therefore ask that you reject this proposal. I expect that my submission will be published with my name and suburb on your website and that you will provide a written response to my objections.

Yours sincerely,

Lisa

Lisa Barbagallo

Sydney NSW 2204, Australia



From: Tim Richter [REDACTED]
Sent: Tuesday, 19 January 2016 11:18 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

I wish to register my strong objection to the WestConnex New M5 proposal.

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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.

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In regards to the WestConnex New M5 and this EIS, I also object to the following:

- I strongly object to the failure to properly analyse alternatives to WestConnex that would be a better use of its enormous \$16.8 billion cost, such as improved public transport, effective road management, and investments in better transport connections and employment opportunities in Sydney's west.
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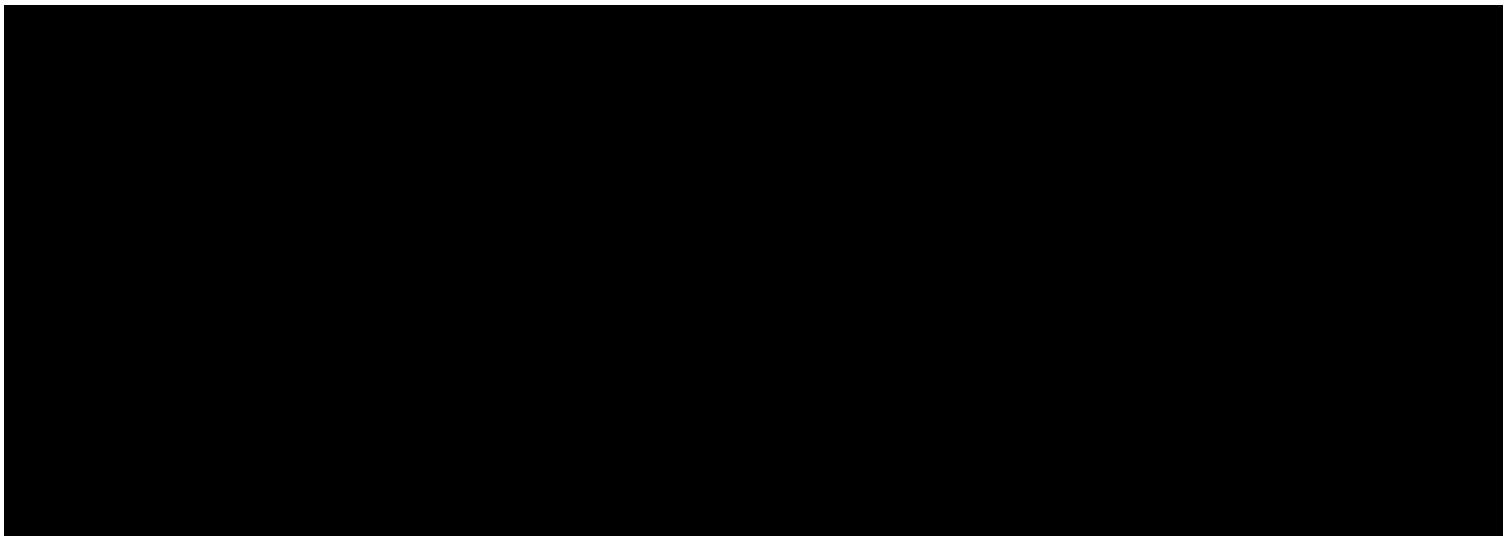
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- I strongly object to the manner in which this project deliberately exposes communities in certain areas to increased pollution. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable. In addition, despite there being no safe level of exposure to fine particulate matter, the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
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- I strongly object to the lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestConnex toll road, including this project.
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- I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.
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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.

Yours sincerely,

Tim Richter



From: Julie Bonotto [REDACTED]
Sent: Tuesday, 19 January 2016 11:07 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

For the attention of the Secretary, Department of Planning & Environment

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

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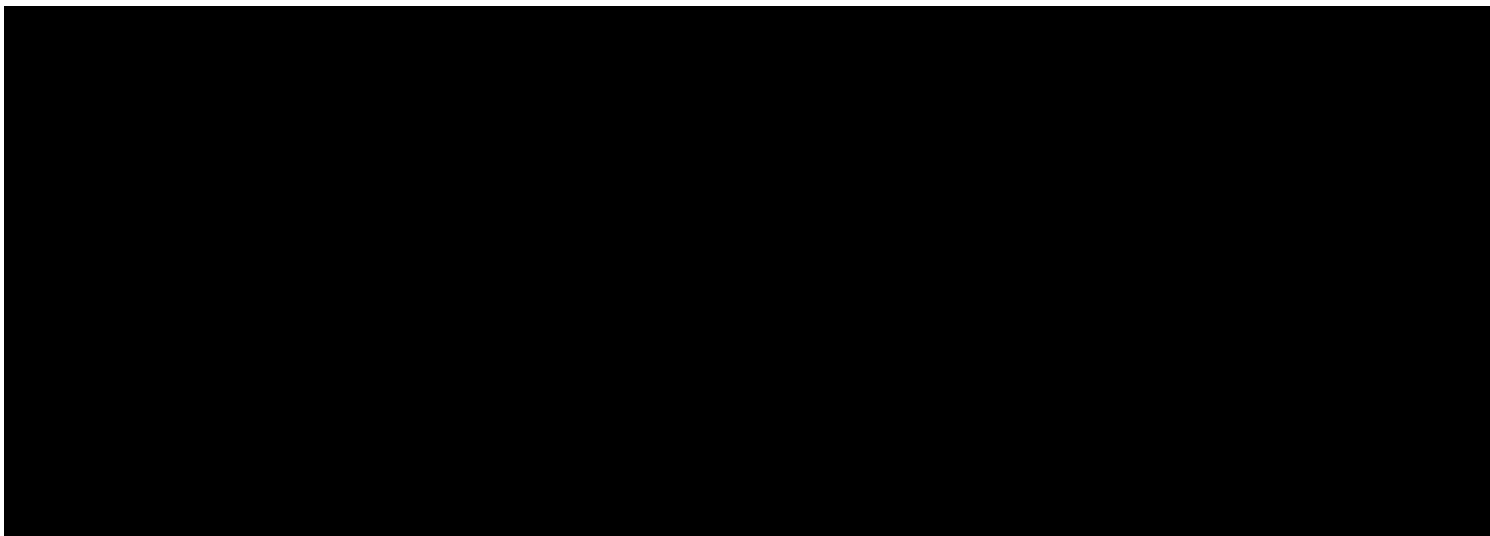
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I therefore ask that you reject this proposal. I expect that my submission will be published in accordance with the undertaking on your website and that you will provide a written response to my objections.

Yours sincerely,

Julie Bonotto



[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

FAILURE OF PLANS -TraVel times

Not only is the WestConnex a massive spend (waste) of public money then the public will be tolled (what a joke) without any transparency it is a road that cannot justify being a road for everybody. I for one cannot remotely see myself using it no matter how hard I tried to see if it was even viable for me in both tolls and travel time. In fact the claim of saving 40 minutes along the M4 with the WestConnex is a farce. Having driven the M4 it takes around 40 to 55 minutes Parramatta to Broadway. If I'm supposed to save 40 minutes travel time that means it will take between zero (a genie blink) to 15 minutes from Parramatta to Broadway. Just another manipulative lie to the public and another reason to object to it.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Marcus Sandmann

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:
20th January 2016

SUBMISSION TO M5 EIS

Marcus Sandmann...

[REDACTED]

Dear Sir/ Madam,

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Regards
Marcus Sandmann.

[REDACTED]

[REDACTED]

[REDACTED]

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■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Timothy Kersten
[REDACTED]

Address:
[REDACTED]

Alexandria, NSW
2015

Content:
Please see attached objection letter.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

SUBMISSION TO M5 EIS

Timothy Kersten

Alexandria
NSW 2015

20 January 2015

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on

projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

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

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

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

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

I have not made a reportable political donation.

Kinds Regards



Timothy Kersten

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Annee Lawrence

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:
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.

Sydney needs a fast, efficient, sustainable integrated public transport system that is affordable and ensures clean air and noise quality, and reduction of green house gases.
There is clear overseas evidence that more roads means more cars, yet there is not evidence that the government has looked at all options. Instead it is rushing through a project that is uncoded and whose environmental impacts have not been considered.

This is completely irresponsible. It does not make sense.

I live in Alexandria. This project will have disastrous effects on our community -- it will commandeer our green space at Sydney Park, enlarge our roads, spew cars onto our streets -- 50,000 on McEvoy, and onto our High Street -- King Street Newtown.

Global experience of major toll road construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. How will this project be paid for. \$18 billion! Where will this money be found and how will this affect spending on public transport, health, education, rural and regional projects, the arts.

A full and complete audit of this project is necessary. Why has it been rushed through? Is there corruption and cronyism involved?

These are the questions my community is asking given that the State Government has already signed multi-billion dollar contracts for WestConnex before the EIS was even placed on public exhibition.

I have no 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. It will have huge impacts on my community of Alexandria, Erskineville and Newtown.

I object to this proposal because:

- 1) The New M5 will have devastating impacts on our local communities and local amenities.
- 2) The New M5 will be a massive contributor to greenhouse gas emissions, while destroying important habitat and greenspace.

- 3) WestConnex and the New M5 is a financial black hole that won't solve Sydney's traffic congestion.
- 4) The WestConnex project including the New M5 lacks transparency and accountability.
- 5) The WestConnex project comes with no real evaluation of alternative options such as world class public transport.

I agree that I have not donated more than \$1000 to any political party, elected member, group or candidate within this financial year.

I agree to the NSW Planning Department publishing my submission on their website, including any personal details it contains.

Yours sincerely
Annee Lawrence

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name:

Address:

, NSW

Content:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

SUBMISSION TO M5 EIS

Name Amy Chew

Full address .. [REDACTED] Alexandria.....

I strongly object to the proposed New M5.

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- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

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

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

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

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

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

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

ADD YOUR OWN COMMENTS HERE:

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

How to lodge your submission:

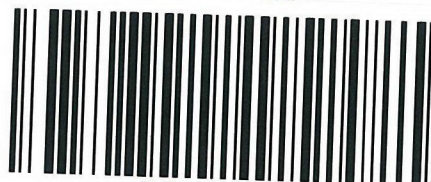
ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

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

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

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

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



PCU063803

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:.....

DARIO STRBENAC

Received

28 JAN 2016

Date: *23/1/2016*

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.

From: Daniela Saya [REDACTED]
Sent: Wednesday, 20 January 2016 10:52 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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.

- 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.
- 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 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.

- 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.

- 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 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.
- 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.

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.

Yours sincerely,

Daniela Saya

Sydney NSW 2049, Australia

From: Patricis Tring [REDACTED]
Sent: Wednesday, 20 January 2016 10:50 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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

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- 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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- 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.

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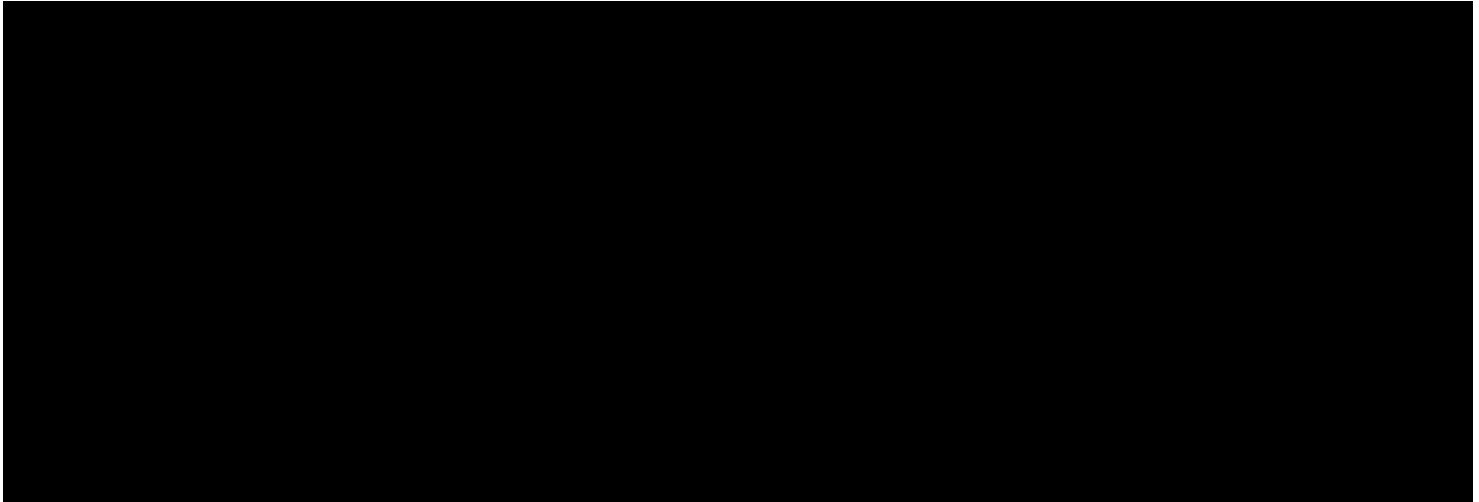
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Yours sincerely,

Patricis Tring

Sydney NSW 2042, Australia



From: Adrian Bruno [REDACTED]
Sent: Wednesday, 20 January 2016 10:47 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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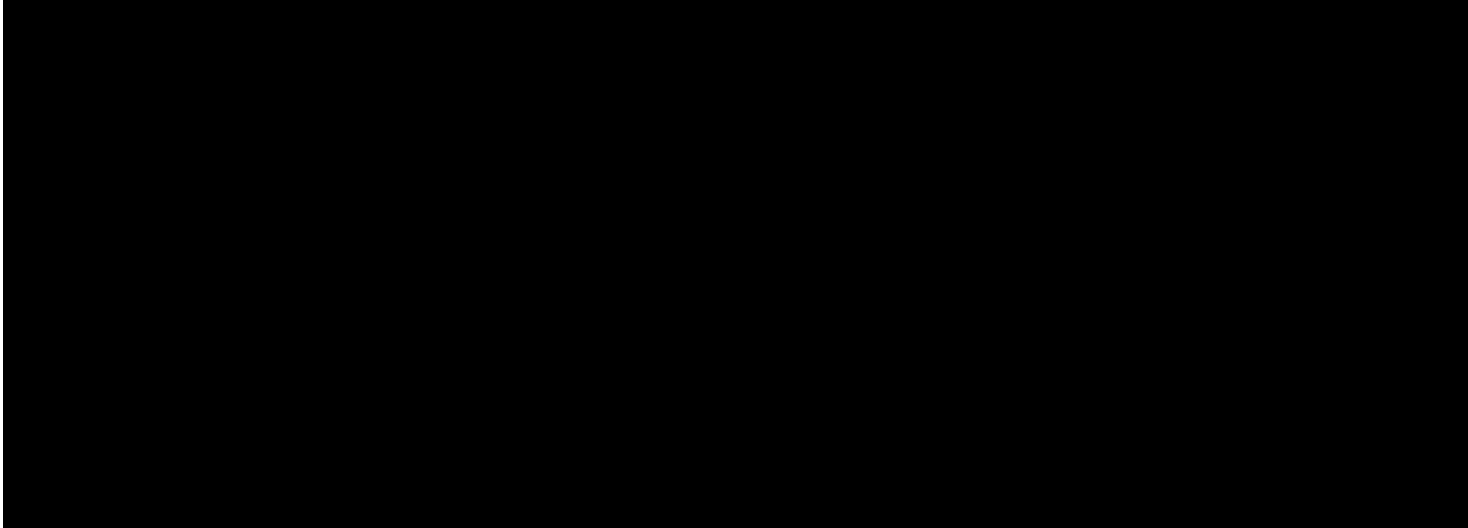
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billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Adrian Bruno

Sydney NSW 2206, Australia



From: [REDACTED]
Sent: Wednesday, 20 January 2016 10:45 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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).

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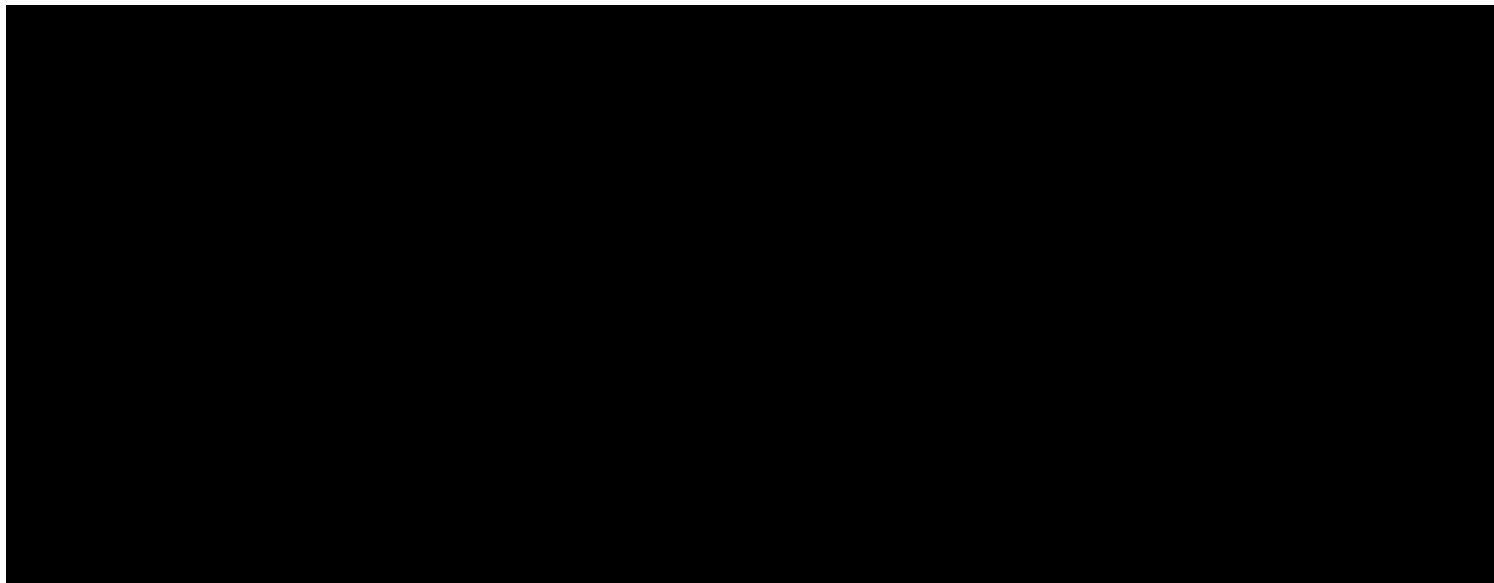
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From: Michael Clarke [REDACTED]
Sent: Wednesday, 20 January 2016 10:42 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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

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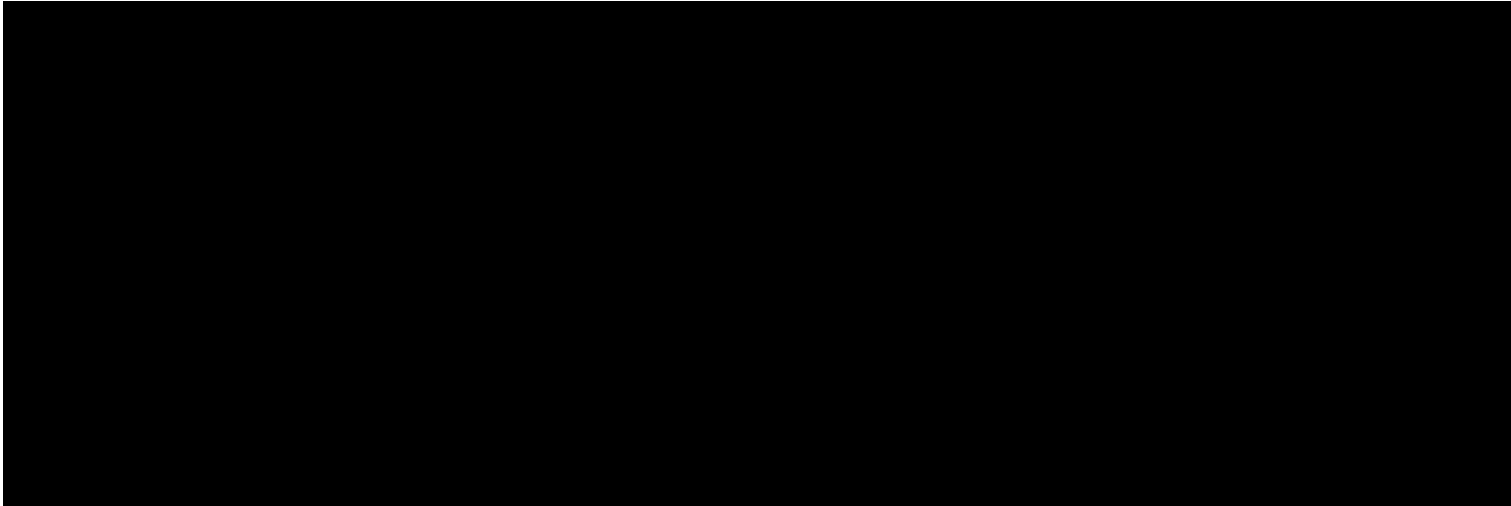
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Yours sincerely,

Michael Clarke

Sydney NSW 2015, Australia



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Sent: Wednesday, 20 January 2016 10:42 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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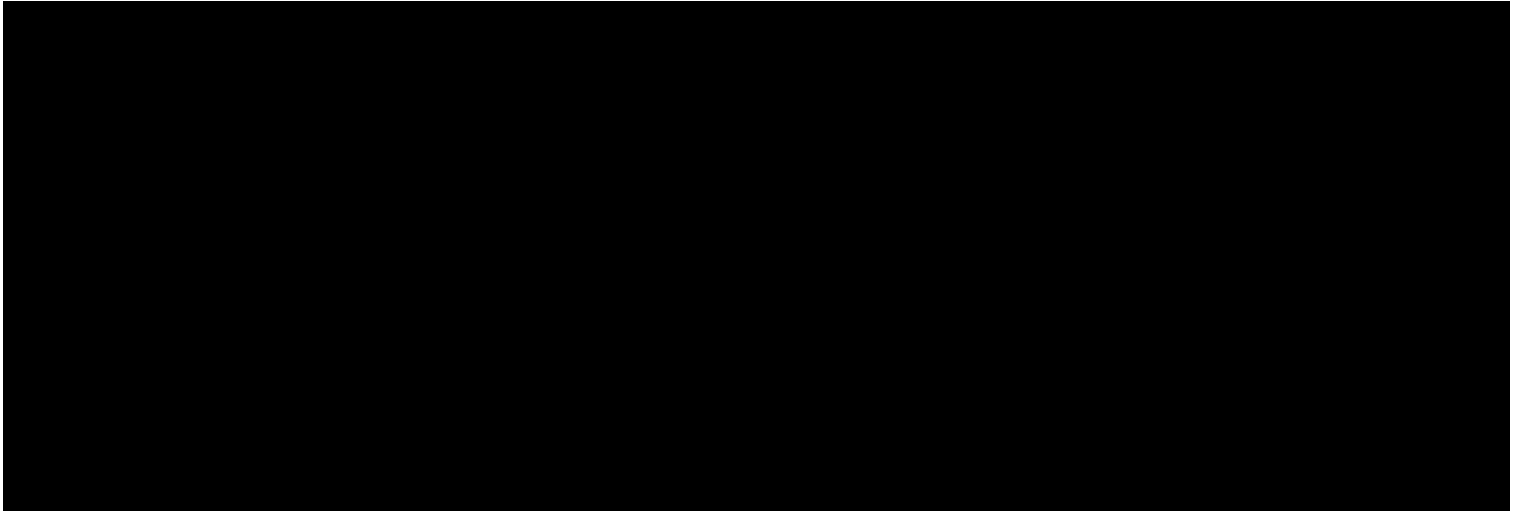
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Yours sincerely,

Will Reichelt

Sydney NSW 2042, Australia



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

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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).

It is clear that this project is unsuited to Sydney's future needs and is not environmentally suitable or sustainable.

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Yours sincerely,

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Sydney NSW 2015, Australia



From: Peter Smith [REDACTED]
Sent: Wednesday, 20 January 2016 10:40 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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- 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 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.

- 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.

- 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 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.
- 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.

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.

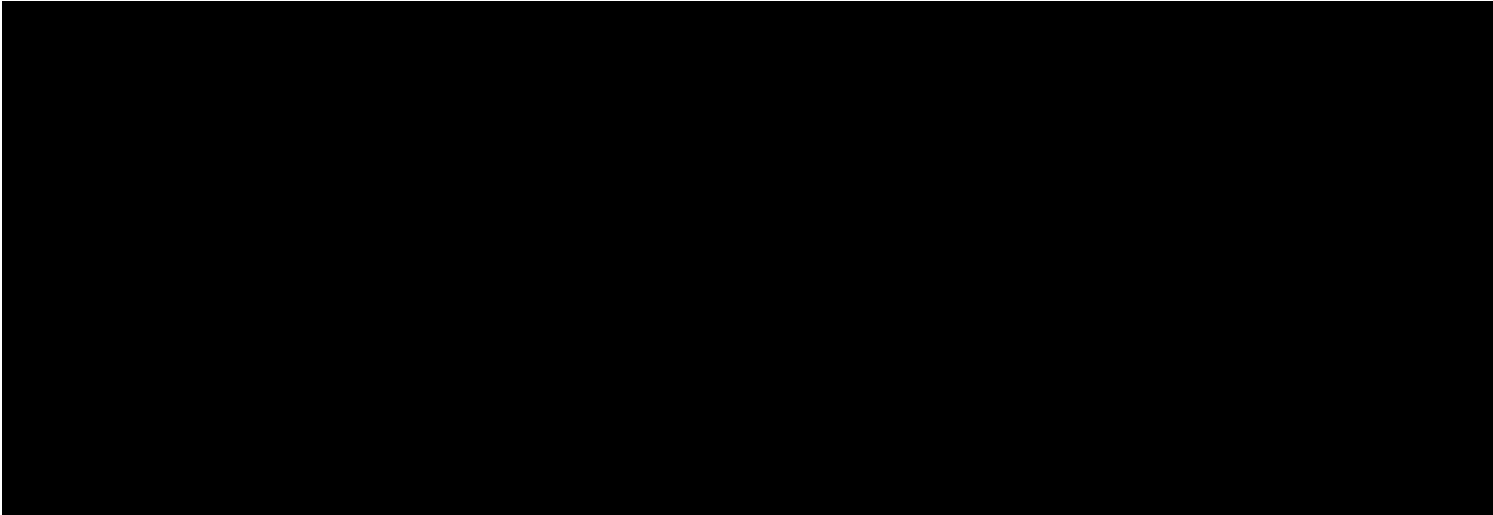
I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8

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,

Peter Smith

New South Wales 2101, Australia



From: Dominique Tych [REDACTED]
Sent: Wednesday, 20 January 2016 10:31 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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.

- 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.
- 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. Your 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.

- Perhaps most importantly, 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 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.

- 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.

- 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 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.
- 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.

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.

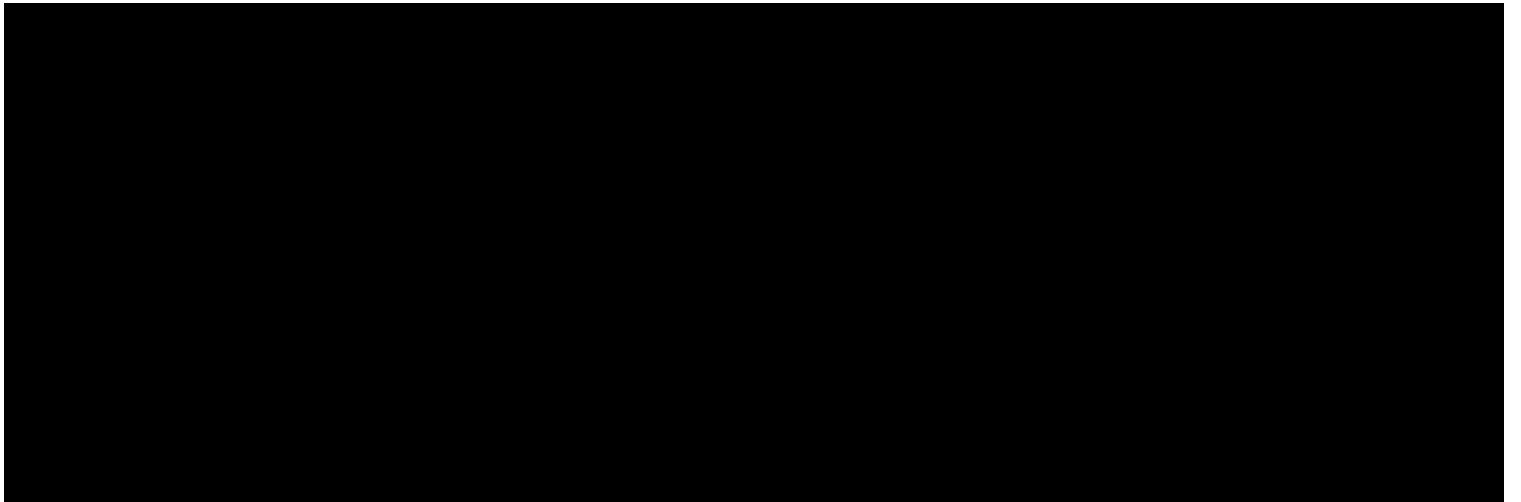
I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8

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,

Dominique Tych

Sydney NSW 2205, Australia



From: Lauren Sams [REDACTED]
Sent: Wednesday, 20 January 2016 10:24 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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.

- 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.
- 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.

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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.

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

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.

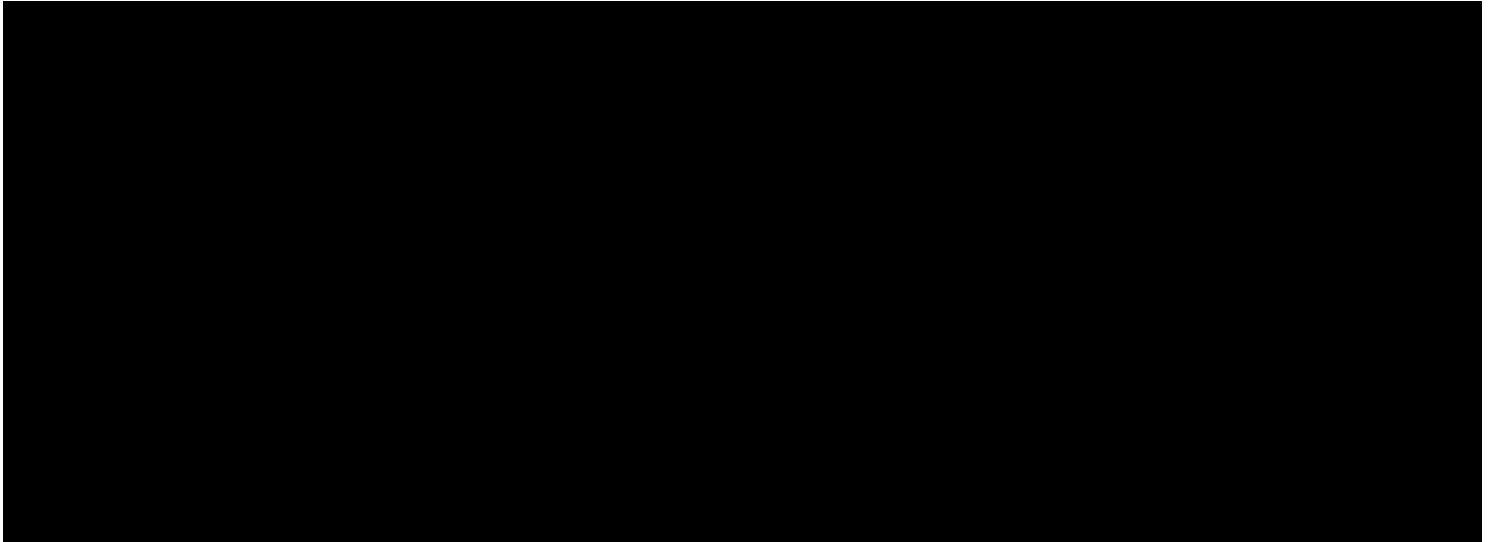
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billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Lauren Sams

Dulwich Hill NSW 2203, Australia



From: Jo Cochrane [REDACTED]
Sent: Wednesday, 20 January 2016 10:23 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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.

- 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.
- 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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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.

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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.

- 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 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.

- 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.

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

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,

Jo Cochrane

Dulwich Hill NSW 2203, Australia

From: S Price [REDACTED]
Sent: Wednesday, 20 January 2016 10:11 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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.

- 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.
- 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.

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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.

- 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 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.

- 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.

- 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 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.
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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.
- 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.

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.

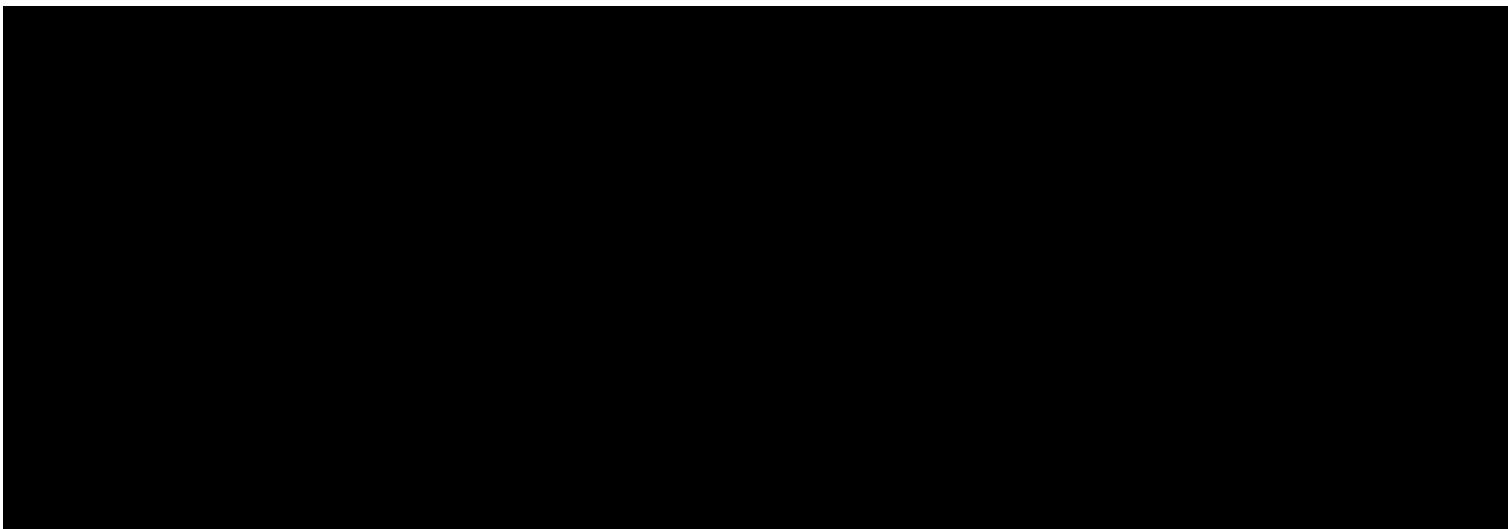
I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8

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,

S Price

Sydney NSW 2042, Australia



From: James Nichols [REDACTED]
Sent: Wednesday, 20 January 2016 10:10 AM
To: DPE CSE Information Planning Mailbox
Subject: New M5 / Westconnex SSI 14_6788 submission to EIS

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

I am writing to strongly object to this project, both the New M5 section and the entire Westconnex project as a whole, and ask that the project be rejected, from what I have seen in the environmental impact statement (EIS).

Firstly and fundamentally I object to the notion that this project will help solve congestion, and suspect that induced traffic has not been properly accounted for in the EIS. The project will induce thousands of cars to spill out on already congested roads in Alexandria, St Peters and the greater Inner West, near schools, parks and community centres.

I am appalled at to the decision by AECOM to do no serious traffic modelling outside the project area. Serious city-wide economic and traffic modelling are required for a project this big, and have no doubt that public transport alternatives would come out well ahead if such analysis were done.

I object to the cynical and sneaky way that this public viewing period has been over the holiday period while most people are with their families and probably away. Disgusting cynical politics.

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 am appalled at the removal of critical green space in the city, including large and expanded sections of Sydney Park, critical endangered frog habitats, and pleasant reserves.

I am concerned that the project has failed to consult with business owners and managers in King St Newtown. King St is one of few vibrant high streets in the city to retain its community and soul, something that clearways and widened roads would destroy. Vague assurances from politicians are not sufficient. The project must be cancelled.

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.

Kind regards,
James Nichols
Darlinghurst NSW 2010, Australia

[REDACTED]

From: Amanda Sordes [REDACTED]
Sent: Wednesday, 20 January 2016 10:10 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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.

- 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.
- 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 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.

- 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.

- 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 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.
- 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.

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.

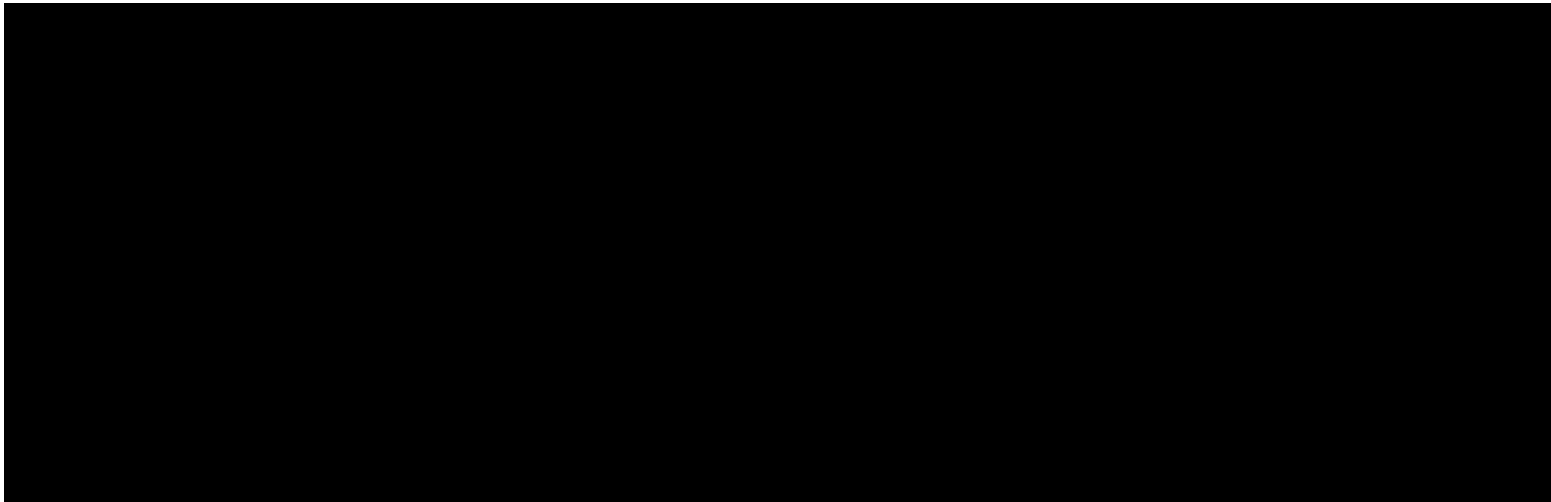
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billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Amanda Sordes

Sydney NSW 2044, Australia



From: Charlotte Wood [REDACTED]
Sent: Wednesday, 20 January 2016 10:06 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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 am absolutely appalled that this project is now planning to slice off a huge chunk of our beloved Sydney Park, which has been so beautifully redeveloped for the people of the inner west. Sydney Park is the only large green space in a hugely populated gritty, air- and noise-polluted urban area. It is a salve to my soul to go walking in the park each morning, and it is a place for people to walk their dogs, take their kids, exercise, have picnics, generally breathe and reconnect with each other in a beautiful free public space. It must be preserved and protected for the future. There are so many studies showing the benefit to individuals, communities and cities of well preserved green spaces, and the NSW government is failing not only the present but endless future residents of the inner west if it fails to protect this park. I am considering chaining myself to trees for the first time in my life and will do anything I can to protect this precious green space.

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

- I 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.
- 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.

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- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, 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 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.

- 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.

- 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.
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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.
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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
- 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.

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,

Charlotte Wood, Writer

Sydney NSW 2204, Australia

From: Dan Roche [REDACTED]
Sent: Wednesday, 20 January 2016 10:03 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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.

- I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.
- I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.
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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.

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

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Yours sincerely,

Dan Roche

Sydney NSW 2044, Australia



From: Wibha Savoca [REDACTED]
Sent: Wednesday, 20 January 2016 9:44 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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).

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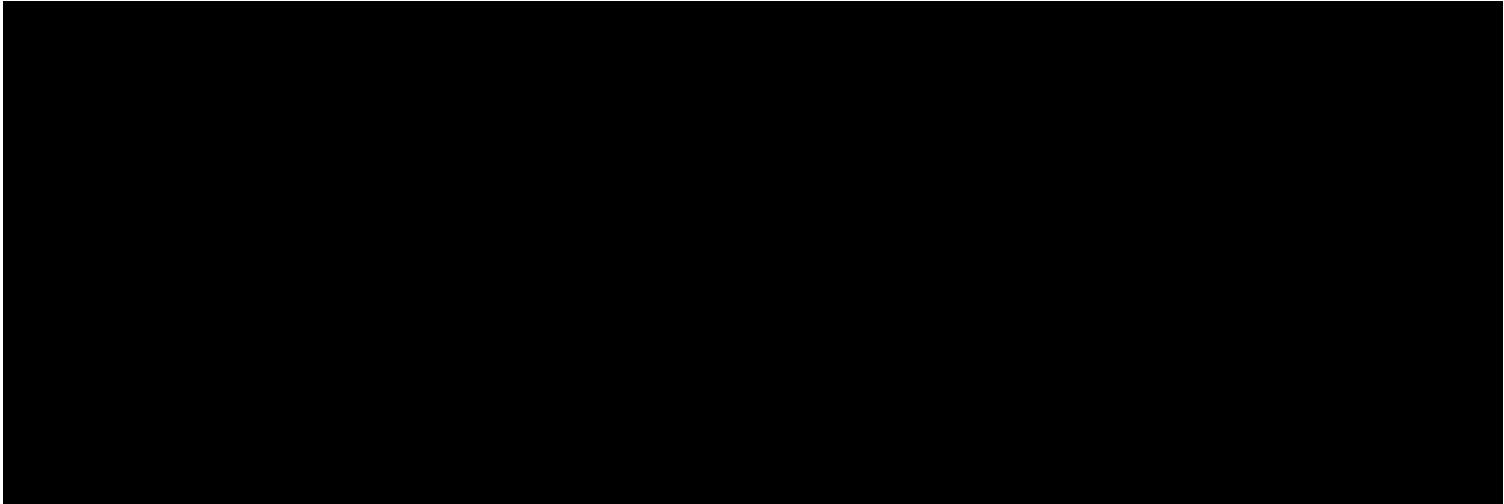
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billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Wibha Savoca

Sydney NSW 2217, Australia



From: Samuel Coates [REDACTED]
Sent: Wednesday, 20 January 2016 9:36 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,

Samuel Coates

Sydney NSW 2044, Australia

From: Cormac Purcell [REDACTED]
Sent: Wednesday, 20 January 2016 9:31 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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

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- I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.
- I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.
- 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.
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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.

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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.

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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.

- 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.

- 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 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.
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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.
- 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.

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,

Cormac Purcell

Sydney NSW 2031, Australia



From: Phillip Currie [REDACTED]
Sent: Wednesday, 20 January 2016 9:04 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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 am very surprised that, in an attempt to solve traffic and transport problems, that we are simply going to create more traffic. International experience shows that investment in public transport is a much better long term solution in terms of environmental outcomes, reduction in pollution, and creating a sense of community.

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

- I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.
- I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.
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- 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.

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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.

- 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.

- 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 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.
- 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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- 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.

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,

Phillip Currie

Sydney NSW 2042, Australia

From: Lorraine Monk [REDACTED]
Sent: Wednesday, 20 January 2016 8:50 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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.

- 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.
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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 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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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.

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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 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 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.

I also suggest strongly that we improve public transport (railways ferries and trams) and stop building these monstrous roads which do nothing to improve the situation infact they just encourage road use by individuals and further congestion.

Yours sincerely,

Lorraine Monk

Sydney NSW 2041, Australia

From: Jessica Fedoriw-morris [REDACTED]
Sent: Wednesday, 20 January 2016 8:48 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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

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

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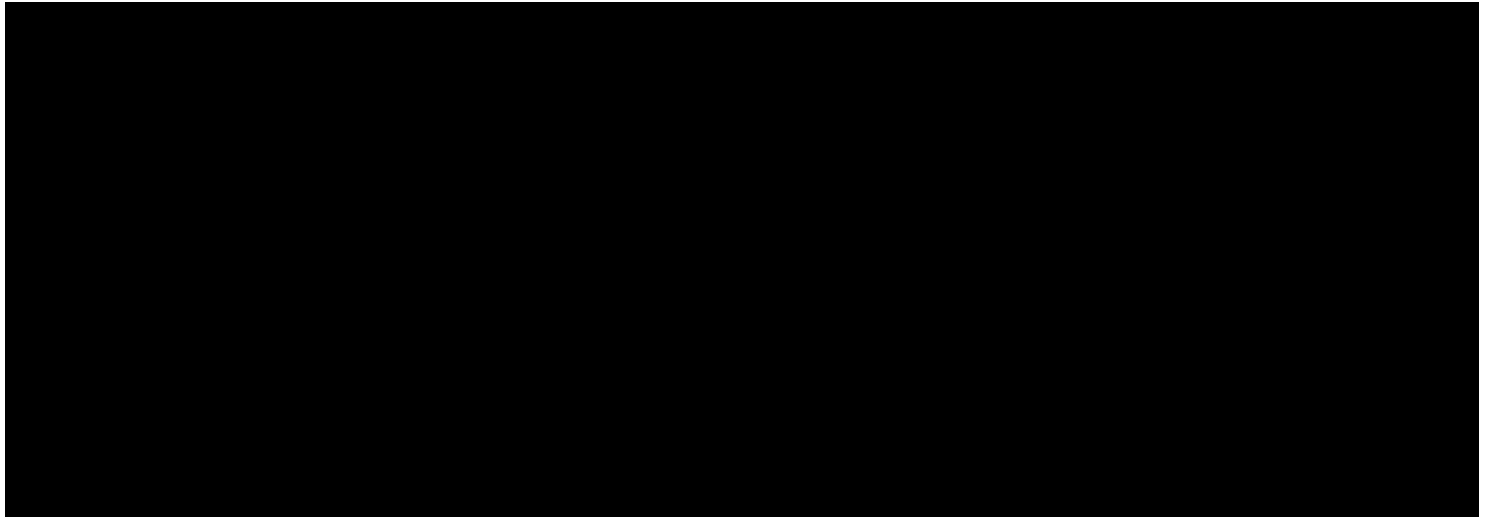
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Yours sincerely,

Jessica Fedoriw-morris

Sydney NSW 2049, Australia



From: Kirsty Stringer [REDACTED]
Sent: Wednesday, 20 January 2016 8:40 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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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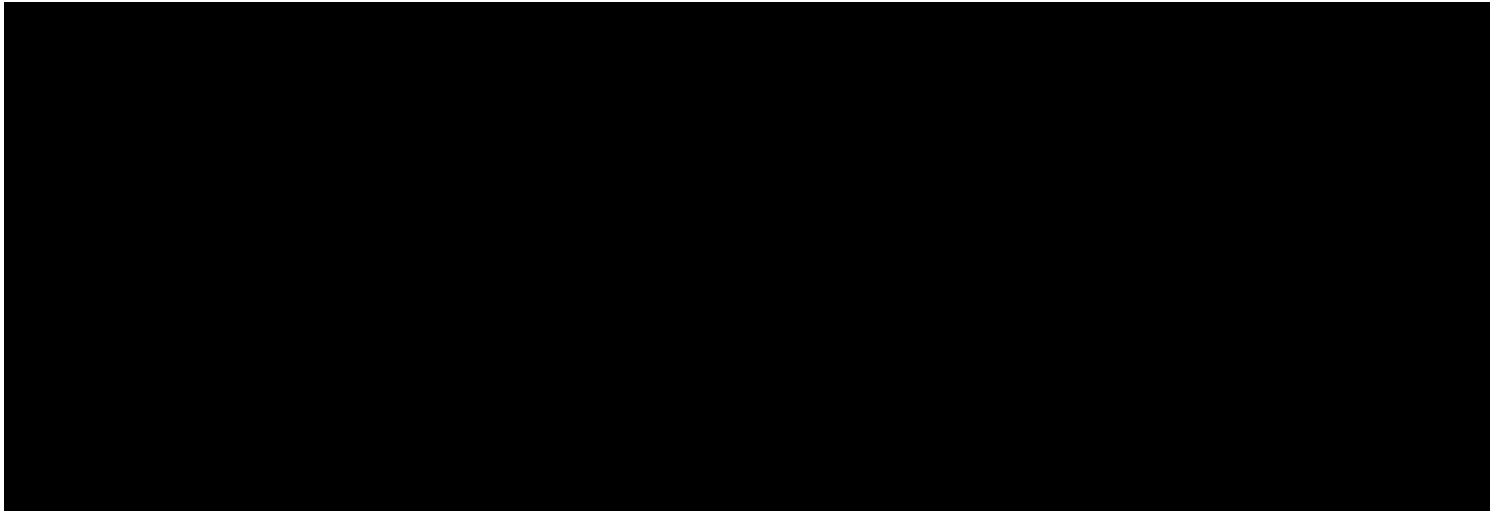
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billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Kirsty Stringer

Sydney NSW 2204, Australia



[REDACTED]

[REDACTED]

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[REDACTED]

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[REDACTED]

[REDACTED]

Content:

I object to WestConnex because it will drastically worsen traffic on King Street and other major arteries in the area. King St is already unusable for large parts of the day. Erskineville traffic will also increase - and Erskineville Rd is already clogged during peak hours.

Most CBD workers already use public transport, so that is where more money should be spent.

Sydney Park will be surrounded by roads carrying masses of traffic.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Marcus Sandmann

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:
20th January 2016

SUBMISSION TO M5 EIS

Marcus Sandmann...

[REDACTED] Alexandria NSW 2015

Dear Sir/ Madam,

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Regards
Marcus Sandmann.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Timothy Kersten
[REDACTED]

Address:
[REDACTED]

Alexandria, NSW
2015

Content:
Please see attached objection letter.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

SUBMISSION TO M5 EIS

Timothy Kersten

Alexandria
NSW 2015

20 January 2015

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projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

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

I have not made a reportable political donation.

Kinds Regards



Timothy Kersten

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Annee Lawrence

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:
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.

Sydney needs a fast, efficient, sustainable integrated public transport system that is affordable and ensures clean air and noise quality, and reduction of green house gases.
There is clear overseas evidence that more roads means more cars, yet there is not evidence that the government has looked at all options. Instead it is rushing through a project that is uncoded and whose environmental impacts have not been considered.

This is completely irresponsible. It does not make sense.

I live in Alexandria. This project will have disastrous effects on our community -- it will commandeer our green space at Sydney Park, enlarge our roads, spew cars onto our streets -- 50,000 on McEvoy, and onto our High Street -- King Street Newtown.

Global experience of major toll road construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. How will this project be paid for. \$18 billion! Where will this money be found and how will this affect spending on public transport, health, education, rural and regional projects, the arts.

A full and complete audit of this project is necessary. Why has it been rushed through? Is there corruption and cronyism involved?

These are the questions my community is asking given that the State Government has already signed multi-billion dollar contracts for WestConnex before the EIS was even placed on public exhibition.

I have no 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. It will have huge impacts on my community of Alexandria, Erskineville and Newtown.

I object to this proposal because:

- 1) The New M5 will have devastating impacts on our local communities and local amenities.
- 2) The New M5 will be a massive contributor to greenhouse gas emissions, while destroying important habitat and greenspace.

- 3) WestConnex and the New M5 is a financial black hole that won't solve Sydney's traffic congestion.
- 4) The WestConnex project including the New M5 lacks transparency and accountability.
- 5) The WestConnex project comes with no real evaluation of alternative options such as world class public transport.

I agree that I have not donated more than \$1000 to any political party, elected member, group or candidate within this financial year.

I agree to the NSW Planning Department publishing my submission on their website, including any personal details it contains.

Yours sincerely
Annee Lawrence

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name:

Address:

, NSW

Content:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

SUBMISSION TO M5 EIS

Name Amy Chew

Full address .. [REDACTED] Alexandria.....

I strongly object to the proposed New M5.

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

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

ADD YOUR OWN COMMENTS HERE:

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

How to lodge your submission:

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

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

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

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

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Barbara MacGregor

[REDACTED]

Address:

[REDACTED]

Pymont, NSW
2009

Content:

I cannot believe that in the same week that the Liberal Prime Minister announces the Greening of Cities, the Liberal Premier of the biggest city has okayed the destruction of a whole line of 100 year old heritage trees for light rail, and now proposes to destroy thousands more trees and bushes in Sydney Park for West Connex.

Apart from the destruction of the environment, you are promoting the entry of even more cars into a city with a narrow, water locked site which is already stacked with vehicles on inadequate roads disrupted by construction and the closure of its major artery, George St.

What are you about???

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

From: Rebecca Bowman [REDACTED]
Sent: Wednesday, 20 January 2016 1:06 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

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

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

Yours sincerely,

Rebecca Bowman

Sydney NSW 2015, Australia

From: Kim Hillard [REDACTED]
Sent: Wednesday, 20 January 2016 1:02 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

I write to you to advise 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).

There are a number of specific aspects of this EIS I do disagree with, as outlined below below.

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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 a planning system that awards billion-dollar contracts to tollway construction company when local government staff and many experts are convinced the WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.
- I strongly object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million of taxpayer money to complete this EIS, despite the fact that it has been awarded other WestConnex contracts that depend on the project going ahead. This is an unacceptable conflict of interest given that these documents are supposed to be independent assessments. The public cannot trust that this EIS properly and fully

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

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

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

I sincerely request you to reject this proposal in the best overall interests (and health) of NSW residents.

Yours sincerely,

Kim Hillard

Sydney NSW 2049, Australia

From: [REDACTED]
Sent: Wednesday, 20 January 2016 1:00 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

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

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

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

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

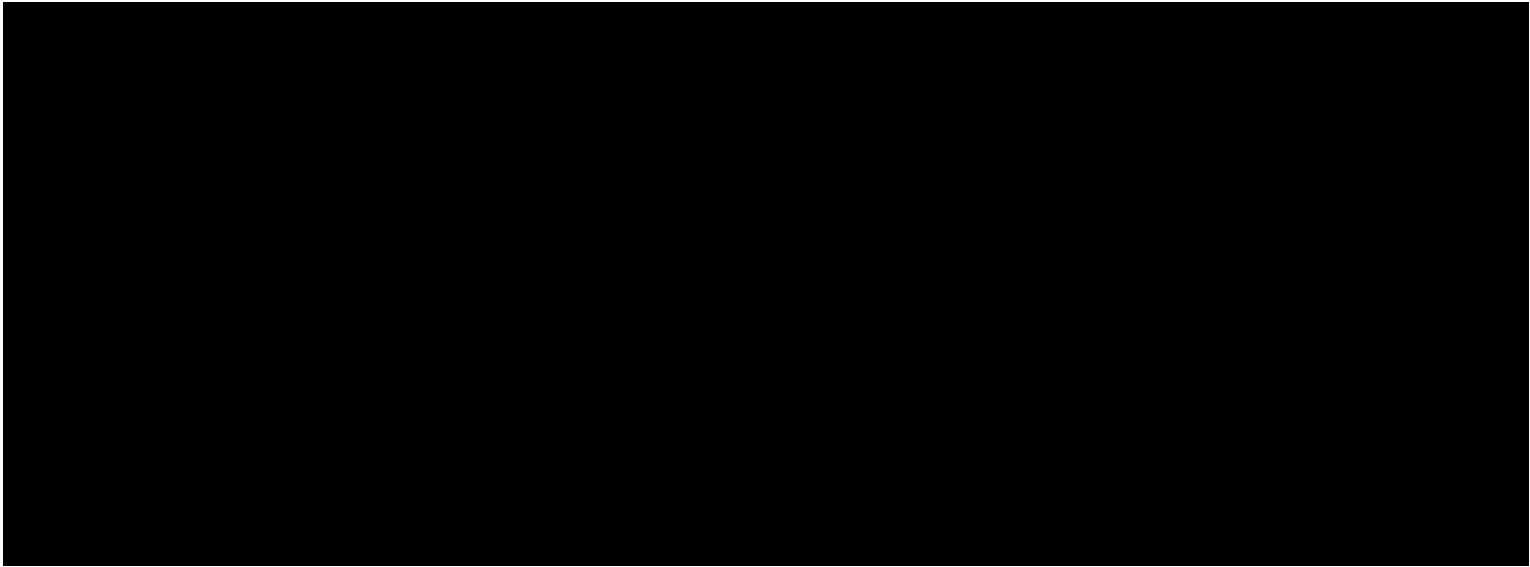
- The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.
- I strongly object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.
- I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.
- I strongly object to the selection of tunnelling methods that may damage houses at the surface.
- I strongly object to a transport 'solution' that results in a further nine unfiltered exhaust stacks throughout highly populated suburbs.
- It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.
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I ask you to reject this proposal, publish my submission, and provide a written response to my objections.



From: [REDACTED]
Sent: Wednesday, 20 January 2016 12:59 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

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