[redacted]

From: Alex Sinclair [redacted]
Sent: Friday, 22 January 2016 5:24 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.

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

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

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

Yours sincerely,

Alex Sinclair

Sydney NSW 2049, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Danielle Newman [redacted]
Sent: Friday, 22 January 2016 5:15 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 proposals. As an Alexandria resident I know that this is not what Alexandria or the inner west needs or wants. If Westconnex goes ahead I will hold you personally responsible for destroying our beautiful suburb.

We do not want traffic to end up on our local roads.

This extra traffic will cause a increase in air pollution and this will cause the population to become sick and end up in our Emergency Departments with respiratory illness and exacerbation of airways disease.

as the NUM of an inner city Emergency Department I know the impact this will have on the health and wellbeing of the population.

There is no reversing the damage this Westconnex will cause.

You need to spend the money on public transport and more cycle paths

This is the simple solution.

Don't be idiots

Stop this WESTCONNEX now

PLEASE

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

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

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

Yours sincerely,

Danielle Newman

Sydney NSW 2015, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Laura Lee [redacted]
Sent: Friday, 22 January 2016 4:52 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.

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

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

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

Yours sincerely,

Laura Lee

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: linda cowan [redacted]
Sent: Friday, 22 January 2016 4:38 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

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

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

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

Yours sincerely,

linda cowan

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Anthony McCosker [redacted]
Sent: Friday, 22 January 2016 4:30 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.

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

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

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

Yours sincerely,

Anthony McCosker

Sydney NSW 2043, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: kristen wong [redacted]
Sent: Friday, 22 January 2016 4:16 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.

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

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

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

Yours sincerely,

kristen wong

Sydney NSW 2204, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Bronte Moran [redacted]
Sent: Friday, 22 January 2016 4:15 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.

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

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

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

Yours sincerely,

Bronte Moran

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

From: Greg Ricketson [redacted]
Sent: Friday, 22 January 2016 4:15 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.

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

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

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

Yours sincerely,

Greg Ricketson

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

From: Philippa Abbott [redacted]
Sent: Friday, 22 January 2016 4:11 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.

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

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

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

Yours sincerely,

Philippa Abbott

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Friday, 22 January 2016 4:02 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.

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

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

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

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Rebecca Lehman [redacted]
Sent: Friday, 22 January 2016 3:53 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.

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

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

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

Yours sincerely,

Rebecca Lehman

Sydney NSW 2034, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Carolinr Lemic [redacted]
Sent: Friday, 22 January 2016 3:02 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.

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

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

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

Yours sincerely,

Carolinr Lemic

Sydney NSW 2207, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: JENNA CONDIE [redacted]
Sent: Friday, 22 January 2016 2:57 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.

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

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

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

Yours sincerely,

JENNA CONDIE

Sydney NSW 2016, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Ronald May [redacted]
Sent: Friday, 22 January 2016 2:53 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.

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

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

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

Yours sincerely,

Ronald May

Sydney NSW 2017, Australia

_____

[redacted]

[redacted]

[redacted]

From: Geralyn Smith [redacted]
Sent: Friday, 22 January 2016 2:35 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.

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

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

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

Yours sincerely,

Geralyn Smith

Sydney NSW 2015, Australia

_____

[redacted]

[redacted]

[redacted]

From: Greg LAMONT [redacted]
Sent: Friday, 22 January 2016 2:21 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.

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

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

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

Yours sincerely,

Greg LAMONT

Sydney NSW 2018, Australia

_____

[redacted]

[redacted]

[redacted]

From: Donna Sgro [redacted]
Sent: Saturday, 23 January 2016 9:03 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much

harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal.

Yours sincerely,

Donna Sgro

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: H Shields [redacted]
Sent: Saturday, 23 January 2016 8:47 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

H Shields

New South Wales 2780, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Susan Potter [redacted]
Sent: Saturday, 23 January 2016 8:34 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Susan Potter

Sydney NSW 2017, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Sara Craig [redacted]
Sent: Saturday, 23 January 2016 8:30 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Sara Craig

Sydney NSW 2204, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 8:16 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department's website, and respond to each of my objections.

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 8:13 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

[redacted]

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department's website, and respond to each of my objections.

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Cynthia Marin [redacted]
Sent: Saturday, 23 January 2016 8:06 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Cynthia Marin

Sydney NSW 2043, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 7:51 AM
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.

Clearly this proposal is solely to benefit the trucking industry, in which the Minister is a past company owner and clearly still has strong ties to. It will destroy whole suburbs, peoples homes, community is being destroyed for profit. All with a level of compassion an executioner would be proud of. And all to supposedly save outer western fringe drivers 6 minutes on a commute to the CBD, all the while bemoaning gridlock and ignoring induced demand. This is a neanderthal policy designed via old white men with 1950's ideology.

Spewing hundreds of thousands of extra cars into narrow suburban streets is not urban planning, it's urban destruction. Seems that the LNP are on payback for the Inner West never voting Liberal and are keen to destroy the character and community we enjoy to impose their car centric 1950's planning upon us.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the ‘benefits’ are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent’s removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this

EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Natalie Collins [redacted]
Sent: Saturday, 23 January 2016 7:48 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Natalie Collins

Sydney NSW 2130, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: evelyn maack [redacted]
Sent: Saturday, 23 January 2016 7:47 AM
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 am registering my strong objection to the WestConnex New M5 proposal.

I can't believe this is going ahead. I suppose there was some nice money from Tony Abbott that encouraged Sydney planners to keep going.

Research is showing 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 widening of the M4 is already causing noise and air pollution beyond the immediate site. The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

I am very worried about who is winning and earning big profits from all this. Overseas investors who know nothing about the fragility of our Sydney Basin environment?

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

And the public money has to be at the loss of public transport that should be the focus of all short and long term planning for Sydney.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department's website, and respond to each of my objections.

Yours sincerely,

evelyn maack

Sydney NSW 2131, Australia

[redacted]

[redacted]

[redacted]

[redacted]

From: Gary Rosenberg [redacted]
Sent: Saturday, 23 January 2016 7:44 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

If any house do get kicked out, the owners and tensnts should be compensated at market value plus the extra costs of moving,

Which may include time, moving costs, legal costs, stamp duty costs, so at the end of the day the owner is financially better off after they have moved and settled into a new property.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Gary Rosenberg

Sydney NSW 2207, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Andrew Chuter [redacted]
Sent: Saturday, 23 January 2016 7:30 AM
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.

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

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

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

Yours sincerely,

Andrew Chuter

Sydney NSW 2043, Australia

_____

[redacted]

[redacted]

[redacted]

From: Joseph Toltz [redacted]
Sent: Saturday, 23 January 2016 7:11 AM
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.

Massive increases in population in the inner west and south-west Sydney have not been taken into account in traffic congestion predictions. I live in a street off Mitchell Road, in the Redfern end of Alexandria. In extended peak times, Mitchell Road is already choked to capacity; with the addition of thousands of new units, the WestConnex funnel of traffic into my congested area will make road transport in my area impossible. The removal of the 308 bus route during construction of the light rail to Randwick has also dealt another blow against residents in our area.

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, with traffic speeds improving by something like 2-3km/h. To waste so much money on such a miniscule improvement is both ridiculous and counter-intuitive.

In regards to the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on

display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department's website, and respond to each of my objections.

Yours sincerely,

Joseph Toltz

Sydney NSW 2015, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Thyge Trafford-jones [redacted]
Sent: Saturday, 23 January 2016 6:45 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Thyge Trafford-jones

_____

[redacted]

[redacted]

[redacted]

From: Kurtis Neeson [redacted]
Sent: Saturday, 23 January 2016 6:29 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Kurtis Neeson

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

From: Luke Cutler [redacted]
Sent: Saturday, 23 January 2016 2:53 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Luke Cutler

Sydney NSW 2044, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Susie X [redacted]
Sent: Saturday, 23 January 2016 1:01 AM
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 in its current form.

It is inevitable in a growing society and and a developing society such as Sydney, changes to infrastructure have to be made.

As a citizen of this beautiful country I have been fortunate to be born in , I understand that these changes are necessary in the development of a society.

However, what I strongly reject in this proposal are the UNFILTERED STACKS. That in my opinion is a huge oversight by the the govt; wether it is deliberate oversight or just a measure in cutting costs IT IS WRONG.

Unfiltered in this day and age? Really? With so many technological advances , surely there must be a way to protect us from that toxic air. , IT IS APPAULING ANY GOVERNMENT CAN PUT ITS CITIZENS IN SUCH A HAZARDOUS TOXIC ENVIRONMENT. It is negligent, it is wrong , it is unacceptable.!

As a government you also have a duty of care, yes a commitment to protect its citizens. I strongly believe the citizens of Sydney need to be protected from the toxic air we will be forced to breath from these monstrosities - the unfiltered stacks are not for us. Not in 2016, maybe during the industrial revolution it may have been the way to go, , but we have progressed, we have evolved, we have reached a level of advancement which should also be implemented in this proposal.

This proposal will have more success if the government can guarantee that there will be FILTERED stacks ONLY for the Westcnnex. If the government is diligent in safeguarding its citizens health and well being first , and make it a priority to eliminate any dangers and side effects of these unhealthy unfiltered stacks then I'm sure the support for the Westcnnex will sore.

IMPLEMENT HIGH TECH FILTERED STACKS - Prove to the people of this glorious state that you as a government take their health and well being seriously and you will have my 100% support.

I appreciate your time in reading my concerns .

Sincerely

Susie Xarras

Yours sincerely,

Susie X

Australia 228, Chiguayante, Chiguayante, Región del Bío Bío, Chile

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Mark Gerber [redacted]
Sent: Saturday, 23 January 2016 12:45 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Mark Gerber

Sydney NSW 2040, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Jacquie M [redacted]
Sent: Saturday, 23 January 2016 12:01 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Jacquie M

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: corey Spink [redacted]
Sent: Saturday, 23 January 2016 12:00 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

corey Spink

Sydney NSW 2040, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Lucy Spink [redacted]
Sent: Friday, 22 January 2016 11:59 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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Lucy Spink

Sydney NSW 2040, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Roberto Alvarez [redacted]
Sent: Friday, 22 January 2016 11:42 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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Roberto Alvarez

Dulwich Hill NSW 2203, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Bella Anton [redacted]
Sent: Friday, 22 January 2016 11:42 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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Bella Anton

Newcastle NSW 2306, Australia

_____

[redacted]

[redacted]

From: Ryan Wrigley [redacted]
Sent: Friday, 22 January 2016 11:13 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

You wouldn't reclaim land in sea forth to build a bridge through middle harbour, so why do it in St. Peter's?

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.

In regards to the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Ryan Wrigley

Sydney NSW 2085, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Marg Frisk [redacted]
Sent: Friday, 22 January 2016 10:56 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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Marg Frisk

Sydney NSW 2043, Australia

_____

[redacted]

[redacted]

[redacted]

From: Aaron Smith [redacted]
Sent: Friday, 22 January 2016 10:12 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.

I've been to Los Angeles many times. The more freeways, highways and tunnels they make, the more traffic clogs up these roads. It takes hours in traffic jams to get anywhere. Public transport is minimal. We should NOT follow this model.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Aaron Smith

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: George Kokkinos [redacted]
Sent: Friday, 22 January 2016 10:11 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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

George Kokkinos

Sydney NSW 2043, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Raul Zuniga [redacted]
Sent: Friday, 22 January 2016 10:10 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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Raul Zuniga

Croydon Park NSW 2133, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Ben Drayton [redacted]
Sent: Friday, 22 January 2016 10:01 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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has an unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvement.

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of being exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Ben Drayton

Darlinghurst NSW 2010, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Tim Judge [redacted]
Sent: Friday, 22 January 2016 9:46 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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Tim Judge

Sydney NSW 2220, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Amanda Hale [redacted]
Sent: Friday, 22 January 2016 9:45 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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal.

Yours sincerely,

Amanda Hale

Sydney NSW 2044, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Friday, 22 January 2016 9:28 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 support to the WestConnex New M5 proposal.

[redacted]

[redacted]

[redacted]

[redacted]

From: Danielle Bertozzo [redacted]
Sent: Friday, 22 January 2016 9:26 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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Danielle Bertozzo

Melbourne VIC 3056, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Helen bradley [redacted]
Sent: Friday, 22 January 2016 9:22 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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Helen bradley

Sydney NSW 2008, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Irene Whitton [redacted]
Sent: Saturday, 23 January 2016 4:15 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 fact that the exhaust stack is located within close proximity to St Peters Public School and residences has not been considered. What studies have been done re carcinogens and cancer 'clusters'? Clearly human collateral doesn't matter.

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 and other traffic management options that would be a better and more sustainable investment of its $16.8 billion cost. Light rail, improvement of current public transport where infrastructure already exists has been ignored.

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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Irene Whitton

Sydney NSW 2044, Australia

_____

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 3:59 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

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

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

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: isabella Kerdijk [redacted]
Sent: Saturday, 23 January 2016 3:50 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

isabellakerdijk@yahoo.com.au Kerdijk

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Rosanna Vecchio [redacted]
Sent: Saturday, 23 January 2016 3:45 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

[redacted]

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Rosanna Vecchio

Sydney NSW 2131, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Sharon Blair [redacted]
Sent: Saturday, 23 January 2016 3:38 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Sharon Blair

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Sarah Penn [redacted]
Sent: Saturday, 23 January 2016 2:50 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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 Penn

Sydney NSW 2043, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Karen Tok [redacted]
Sent: Saturday, 23 January 2016 2:28 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Karen Tok

Dulwich Hill NSW 2203, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Kinga Dabrowska [redacted]
Sent: Saturday, 23 January 2016 2:15 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Kinga Dabrowska

Sydney NSW 2032, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Reza Mokhtar [redacted]
Sent: Saturday, 23 January 2016 2:10 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Reza Mokhrar

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Masoumeh Mokhtar [redacted]
Sent: Saturday, 23 January 2016 1:59 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Masoumeh Mokhtar

Sydney NSW 2044, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Susan Bromley [redacted]
Sent: Saturday, 23 January 2016 1:52 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Susan Bromley

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Katrina McKibbin [redacted]
Sent: Saturday, 23 January 2016 1:47 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Katrina McKibbin

Sydney NSW 2015, Australia

_____

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 1:31 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

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

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

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: samar haidar [redacted]
Sent: Saturday, 23 January 2016 1:26 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Sam Haidar

Sydney NSW 2204, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Noya Elron [redacted]
Sent: Saturday, 23 January 2016 1:24 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Noya Elron

Sydney NSW 2206, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Stephen Harris [redacted]
Sent: Saturday, 23 January 2016 1:12 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Stephen Harris

New South Wales 2325, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Oliver Shermacher [redacted]
Sent: Saturday, 23 January 2016 1:05 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Oliver Shermacher

Sydney NSW 2204, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Isa Menzies [redacted]
Sent: Saturday, 23 January 2016 1:05 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Isa Menzies

New South Wales 2019, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Tom Tammark [redacted]
Sent: Saturday, 23 January 2016 12:58 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Tom Tammark

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

From: Jess hyman [redacted]
Sent: Saturday, 23 January 2016 12:56 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Jess hyman

Sydney NSW 2050, Australia

_____

[redacted]

[redacted]

[redacted]

From: Nikola Anderson [redacted]
Sent: Saturday, 23 January 2016 12:21 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Nikola Anderson

Sydney NSW 2043, Australia

_____

[redacted]

[redacted]

[redacted]

From: Darrell Williams [redacted]
Sent: Saturday, 23 January 2016 12:09 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Darrell Williams

Sydney NSW 2204, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: madeleine purdy [redacted]
Sent: Saturday, 23 January 2016 12:02 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

madeleine purdy

Sydney NSW 2015, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 11:47 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

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

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

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Michael Hollis [redacted]
Sent: Saturday, 23 January 2016 11:17 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

I also strongly object to billions of dollars of construction contracts bring 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,

Michael Hollis

Sydney NSW 2011, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 11:05 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west, western and south-west Sydney. Despite this, the proponents have failed to do traffic modelling for this EIS outside a very narrowly defined project area, which will leave the public to later deal with environmental, social, health and economic costs of worsening traffic congestion.

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves 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. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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. Indeed, without these additional toll roads - none of which are assessed in

this EIS - even the proponents admit the New M5 will worsen traffic congestion. 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 its (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, and make its forecasted 'benefits' work.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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 was 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 and other traffic management options that would be a better and more sustainable 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, as well the additional tollways the proponent is relying on to make it work.

The callous social impact study in this EIS dismisses the impact of forcing hundreds of people from their homes and businesses in a few lines – particularly when residents are being subjected to added distress and trauma as they are offered below-market prices for their homes and businesses, and communities like St Peters will be gutted by the loss of so many people. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted, using a process that was exposed as unfair by a tribunal three years ago.

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 necessary environmental protections meaningless.

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

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

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Katherine Bruce [redacted]
Sent: Saturday, 23 January 2016 10:43 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Katherine Bruce

Sydney NSW 2044, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Jane Newbery [redacted]
Sent: Saturday, 23 January 2016 10:36 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Jane Newbery

Sydney NSW 2131, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Catherine Wilson [redacted]
Sent: Saturday, 23 January 2016 10:23 AM
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.

This project makes no sense at all. It is not what local communities want. There were no consultations or environmental impact studies prior to the project being approved. Now that these have half-heartedly been done, and it is clear that the project is unfeasible, the logic is being given that it is too far down the track to change. This is a completely unacceptable way of running things (even if standard).

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the ‘benefits’ are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent’s removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Catherine Wilson

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Janice Arnold [redacted]
Sent: Saturday, 23 January 2016 10:08 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Janice Arnold

Sydney NSW 2017, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 10:01 AM
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 objection to the WestConnex.

The westconnex is a terrible idea for a number of reasons, chief among them being that public transport is the answer we should be looking to in order to mitigate global warming, not more cars. The 16b being spent on the tunnel could produce multiple effective public transport routes, and I urge you to do a study into those options. We risk turning Sydney into Los Angeles if new roads are prioritized over public transport.

Furthermore it is completely inappropriate to construct major entry and exit points in populated residential suburbs.

Finally, the lack of transparency and consultation is disgusting. Even more disgusting is the way residents whose homes are being compulsorily acquired are not getting fair market price. They should be compensated to the extent of the cost of purchasing a home of the same size and condition in the area - anything else is blatantly unfair.

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 ask that you reject this proposal, publish my submission as undertaken on your Department's website, and respond to each of my objections.

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Skye Taylor [redacted]
Sent: Saturday, 23 January 2016 9:35 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department's website, and respond to each of my objections.

Yours sincerely,

Skye Taylor

Sydney NSW 2046, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Alisa Carpenter [redacted]
Sent: Saturday, 23 January 2016 9:31 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Alisa Carpenter

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

From: Chee Lam [redacted]
Sent: Saturday, 23 January 2016 9:21 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Chee Lam

Sydney NSW 2042, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Paul Sutton [redacted]
Sent: Saturday, 23 January 2016 9:14 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Paul Sutton

Sydney NSW 2045, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Simon Savage [redacted]
Sent: Saturday, 23 January 2016 9:09 AM
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.

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 the WestConnex New M5 and this EIS, I also wish to make a number of specific objections.

AECOM was paid $13 million to do this EIS. It was also paid to do the original New M5 proposal and has unacceptable lack of independence from the project.

The impact of thousands of extra diesel construction trucks a day during the construction period, along with the impact of increased traffic should the project go ahead, has only been predicted for a narrow area. It is absurd to think that this traffic will simply “dissipate” as WestConnex staff have advised local residents. Many more areas and residents will be adversely affected by this, yet this EIS fails to make any attempt to assess these impacts outside of its arbitrarily defined assessment area.

Responsibility for WestConnex now lies with a private company, the Sydney Motorway Corporation, which does not have to publish its contracts or respond to freedom of information requests. This is unaccountable government at its absolute worst.

There has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks above this height across the route, and plans are in place to allow for high-rise residential zoning in the inner west and south-west Sydney.

WestConnex has consistently underestimated the traffic that will be induced by its tollway projects. If and when these projects fail to ease congestion, Sydney will be left with additional traffic and pollution. It will also be much harder to retrofit the kinds of solutions that could genuinely ease congestion and promote economic growth, as much of the area that could have been used for initiatives such as public transport improvements and

Thousands of diesel trucks will carry tunnel spoil throughout inner, south-west and western Sydney at all hours of the day and night, including peak times, leading to great disruption of local and regional road networks.

WestConnex will not release the full assumptions on which it is based so that Councils and independent experts can test its predictions. Even the business case that was published late last year after months of public pressure was full of redactions. Any publicly funded project should be transparent, let alone one that is projected to cost $16.8 billion.

The health affects of bring exposed to high levels of noise over a three-year construction period have not been sufficiently assessed by this EIS, despite the fact that thousands of people live and/or work in areas that will be heavily affected if the project goes ahead.

The proponents of WestConnex are proposing that this and the other toll road projects on which it depends go ahead despite knowing it will create pollution hot spots across Sydney, particularly in the inner west and south-west Sydney. I am completely opposed to any project that plays the health of citizens off against each other, particularly when the 'benefits' are unsubstantiated. There is NO safe level of fine particle exposure.

The proponent admits that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept these assurances given the flagrant breaches of basic health and safety procedures that have been observed during the proponent's removal of asbestos from the Alexandria Landfill site to Erskine Park, including the failure to water both sites to prevent the dispersal of deadly fibres.

It is not clear whether massive proposed increases in population in the inner west and south-west Sydney have been taken into account in traffic congestion predictions. In fact the entire traffic model used to make projections for this EIS is so opaque that independent traffic experts have been unable to test or verify the figures provided in this document. This is unacceptable.

Construction traffic will continue throughout the night, which will disturb the sleep of residents located along local road networks. It has also refused to release its plans for the massive construction compounds it plans to build along the project route, including the M4/M5 if it is to be built.

This project comes at not only a huge cost that is blowing out at the rate of over $2 billion a year. It also comes with a massive opportunity cost. The $16.8 billion and rising that would be spent on WestConnex is money that would be taken away from hospitals, schools, regional roads, and the public transport improvements that are urgently needed

in western Sydney. If this $16.8 billion was spent on public transport and effective road management, a project like WestConnex would not be necessary.

The positive case for the full WestConnex rests on pie-in-the-sky plans that are not funded or designed. Even the proponents admit in this EIS that the New M5 project will not work without additional toll roads that have yet to be planned or funded, including the M4-M5 link, Sydney Gateway and Southern Extension.

Communities across the route will be devastated by the compulsory acquisitions taking place, which will force scores of families out of their homes and businesses. These forced acquisitions are taking place before this EIS was even on display, let alone planning approval granted. I also find it disturbing that so many home and business owners have been forced to fight for a fair settlement, rather than receiving the market value and disbursements that they are entitled to under the law.

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 ask that you reject this proposal, publish my submission as undertaken on your Department’s website, and respond to each of my objections.

Yours sincerely,

Simpn Savage

Sydney NSW 2040, Australia

_____

[redacted]

[redacted]

[redacted]

From: Shaun Burgess [redacted]
Sent: Saturday, 23 January 2016 10:39 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

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

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

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

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

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

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

I object to the failure of the 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.

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

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

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but

instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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

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

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

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

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

I object to the compulsory acquisitions taking place for this project before this EIS was on display, let alone approved, and to the horrific way people who are being forced out of their homes and businesses have been routinely offered below-market rates for their properties.

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

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

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

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

Yours sincerely,

Shaun Burgess

Sydney NSW 2007, Australia

_____

[redacted]

[redacted]

[redacted]

From: Kelly Marr [redacted]
Sent: Saturday, 23 January 2016 10:23 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

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

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

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

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

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

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

I object to the failure of the 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.

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

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

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but

instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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

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

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

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

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

I object to the compulsory acquisitions taking place for this project before this EIS was on display, let alone approved, and to the horrific way people who are being forced out of their homes and businesses have been routinely offered below-market rates for their properties.

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

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

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

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

Yours sincerely,

Kelly Marr

Sydney NSW 2049, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 10:23 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

As a resident of St Peters, 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).

Living in the inner city, close to transport and vibrant Newtown is great, but it shouldn't come at the cost of unacceptable diesel pollution. I understand that traffic management is an important challenge for a growing Sydney, but by all accounts, WestConnex is not effective solution.

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

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

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

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

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

I object to the failure of the 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.

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

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

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

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

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

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

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

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

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

I object to the compulsory acquisitions taking place for this project before this EIS was on display, let alone approved, and to the horrific way people who are being forced out of their homes and businesses have been routinely offered below-market rates for their properties.

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

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

unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

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

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

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Bryn McLaren [redacted]
Sent: Saturday, 23 January 2016 9:53 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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

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

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

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

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

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

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

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

I would like the following issues in the EIS addressed:

-The negative impact this project has on public transport.

-The unfiltered smoke stacks putting our health at risk.

-The widening of Campbell Street and Euston Road.

-The acquisition and clearance of homes and businesses in our community.

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

-The lack of adequate traffic modelling

Yours sincerely,

Bryn McLaren

Sydney NSW 2015, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Janine Royce [redacted]
Sent: Saturday, 23 January 2016 9:07 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

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

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

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

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

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

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

I object to the failure of the 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.

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

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

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but

instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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

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

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

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

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

I object to the compulsory acquisitions taking place for this project before this EIS was on display, let alone approved, and to the horrific way people who are being forced out of their homes and businesses have been routinely offered below-market rates for their properties.

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

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

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

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

Yours sincerely,

Janine Royce

Sydney NSW 2015, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Eva Blanda [redacted]
Sent: Saturday, 23 January 2016 9:02 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

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

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

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

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

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

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

I object to the failure of the 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.

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

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

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but

instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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

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

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

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

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

I object to the compulsory acquisitions taking place for this project before this EIS was on display, let alone approved, and to the horrific way people who are being forced out of their homes and businesses have been routinely offered below-market rates for their properties.

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

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

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

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

Yours sincerely,

Eva Blanda

Sydney NSW 2208, Australia

_____

[redacted]

[redacted]

[redacted]

From: Connie Lockie [redacted]
Sent: Saturday, 23 January 2016 8:44 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

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

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

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

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

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

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

I object to the failure of the 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 this project's huge $16.8 billion cost, which is diverting billions of taxpayer dollars that could be better spent on better infrastructure investments in Sydney and beyond. Regions such as my local area on the Central Coast will see little to no benefit from this project - particularly if its nebulous "wider economic benefits" never materialise - and it will divert funding away from investment that is sorely needed here and in other regional areas to boost jobs, transport, hospitals and so on.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

I object to the compulsory acquisitions taking place for this project before this EIS was on display, let alone approved, and to the horrific way people who are being forced out of their homes and businesses have been routinely offered below-market rates for their properties.

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

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

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

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

Yours sincerely,

Connie Lockie

Central Coast NSW 2257, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Robert Lockie [redacted]
Sent: Saturday, 23 January 2016 8:43 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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 this project's huge $16.8 billion cost, which is diverting billions of taxpayer dollars that could be better spent on better infrastructure investments in Sydney and beyond. Regions such as my local area on the Central Coast will see little to no benefit from this project - particularly if its nebulous "wider economic benefits" never materialise - and it will divert funding away from investment that is sorely needed here and in other regional areas to boost jobs, transport, hospitals and so on.

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

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

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

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

I object to the failure of the 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.

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

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

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

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

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

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

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

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

I object to the compulsory acquisitions taking place for this project before this EIS was on display, let alone approved, and to the horrific way people who are being forced out of their homes and businesses have been routinely offered below-market rates for their properties.

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

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

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

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

Yours sincerely,

Robert Lockie

Central Coast NSW 2257, Australia

_____

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 8:35 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

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

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

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

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

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

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

I object to the failure of the 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.

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

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

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but

instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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

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

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

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

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

I object to the compulsory acquisitions taking place for this project before this EIS was on display, let alone approved, and to the horrific way people who are being forced out of their homes and businesses have been routinely offered below-market rates for their properties.

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

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

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

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

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 8:01 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

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

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

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

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

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

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

I object to the failure of the 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.

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

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

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but

instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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

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

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

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

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

I object to the compulsory acquisitions taking place for this project before this EIS was on display, let alone approved, and to the horrific way people who are being forced out of their homes and businesses have been routinely offered below-market rates for their properties.

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

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

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

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

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 7:58 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

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

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

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

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

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

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

I object to the failure of the 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.

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

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

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but

instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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

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

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

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

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

I object to the compulsory acquisitions taking place for this project before this EIS was on display, let alone approved, and to the horrific way people who are being forced out of their homes and businesses have been routinely offered below-market rates for their properties.

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

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

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

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

_____

[redacted]

[redacted]

[redacted]

From: Emma Rooney [redacted]
Sent: Saturday, 23 January 2016 7:56 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

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

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

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

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

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

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

I object to the failure of the 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.

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

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

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but

instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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

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

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

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

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

I object to the compulsory acquisitions taking place for this project before this EIS was on display, let alone approved, and to the horrific way people who are being forced out of their homes and businesses have been routinely offered below-market rates for their properties.

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

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

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

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

Yours sincerely,

Emma Rooney

New South Wales 2778, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: Fiona Mackenzie [redacted]
Sent: Saturday, 23 January 2016 7:19 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

PLEASE DO NOT REJECT THIS SUBMISSION AS A FORM LETTER. I AGREE WITH AND FEEL STRONGLY ABOUT EVERYTHING BELOW, I AM JUST GRATEFUL THAT IT HAS BEEN WRITTEN FOR ME - THERE IS NO POINT REINVENTING THE WHEEL! THIS PROJECT IS A HUGE INSULT TO EVERY RESIDENT OF THE INNER WEST - THAT OUR LIVES ARE UNIMPORTANT. HOW IS IT POSSIBLE THAT WE LIVE IN A SOCIETY IN WHICH MAKING RICH PEOPLE RICHER IS ALLOWED TO BE THE SOLE DECISION MAKING FACTOR IN MAJOR PUBLIC WORKS. IT'S OUTRAGEOUS AND DISGUSTING. EVERY OTHER CONSIDERATION SAYS THIS IS A REALLY, REALLY BAD IDEA!!

Have you tried to drive through Alexandria and Erskineville lately?! How can you be unaware of all the extra apartments going up, already worsening the roads and congestion insanely. Increasing that by 10 fold is just beyond belief!! HOW CAN THIS POSSIBLY BE ALLOWED TO HAPPEN??!!!

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).

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

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

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

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

I object to the failure of the 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.

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

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

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

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

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

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

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

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

I object to the compulsory acquisitions taking place for this project before this EIS was on display, let alone approved, and to the horrific way people who are being forced out of their homes and businesses have been routinely offered below-market rates for their properties.

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

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

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

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending $16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal. You know it's the right thing to do - there is every reason to reject it, and only one to go ahead - kickbacks. This is outrageous, and I can't believe that so many decision makers who are supposed to be helping our communities think that money for them is more important that the thousands of lives they are going to affect so negatively!

Yours sincerely,

Fiona Mackenzie

Sydney NSW 2015, Australia

_____

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 7:17 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

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

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

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

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

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

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

I object to the failure of the 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.

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

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

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but

instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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

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

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

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

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

I object to the compulsory acquisitions taking place for this project before this EIS was on display, let alone approved, and to the horrific way people who are being forced out of their homes and businesses have been routinely offered below-market rates for their properties.

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

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

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

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

_____

[redacted]

[redacted]

[redacted]