

From: Tanya Ferris [REDACTED]
Sent: Saturday, 23 January 2016 6:42 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 presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

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

I object to the failure of the 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,

Tanya Ferris

Sydney NSW 2011, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Kevin Bolton [REDACTED]
Sent: Saturday, 23 January 2016 6:20 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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Yours sincerely,

Kevin Bolton

Sydney NSW 2134, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: RACHEL EVERINGHAM [REDACTED]
Sent: Saturday, 23 January 2016 6:17 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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RACHEL EVERINGHAM

[REDACTED]

[REDACTED]

[REDACTED]

From: Amsnda Webb [REDACTED]
Sent: Saturday, 23 January 2016 6:13 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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Yours sincerely,

Amsnda Webb

Sydney NSW 2015, Australia

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[REDACTED]

[REDACTED]

From: William Rowland [REDACTED]
Sent: Saturday, 23 January 2016 5:58 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

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

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

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

Yours sincerely,

William Rowland

Sydney NSW 2154, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: Urs Kemmann [REDACTED]
Sent: Saturday, 23 January 2016 5:49 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.

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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.

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Urs Kemmann

Darlinghurst NSW 2010, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Jonathan Hummel [REDACTED]
Sent: Saturday, 23 January 2016 5:49 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

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Yours sincerely,

Jonathan Hummel

Sydney NSW 2148, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Saturday, 23 January 2016 5:42 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

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[REDACTED]

[REDACTED]

[REDACTED]

From: Lynne Scouller [REDACTED]
Sent: Saturday, 23 January 2016 5:41 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

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Lynne Scouller

Sydney NSW 2193, Australia

[Redacted signature block]

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[Redacted block]

From: Paul Stanhope [REDACTED]
Sent: Saturday, 23 January 2016 5:14 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

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

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

Yours sincerely,

Paul Stanhope

Melbourne VIC 3192, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: David Dight [REDACTED]
Sent: Saturday, 23 January 2016 5:11 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

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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.

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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.

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Yours sincerely,

David Dight

New South Wales 2250, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Linda Jeffries [REDACTED]
Sent: Saturday, 23 January 2016 4:52 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

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

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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.

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

The EIS authors have failed to consult with businesses in King St Newtown and other parts of inner west and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless given 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.

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

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

Yours sincerely,

Linda Jeffries

Sydney NSW 2043, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: Kath Albury [REDACTED]
Sent: Saturday, 23 January 2016 4:48 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.

I live between two existing entrances to the M5, and travel to St Peters three times a week for recreational activities (including exercising my dog in Sydney Park - the largest off-lead area on this side of the city).

I am concerned that there has been very little transparency regarding the financial and environmental costs of this project. 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? This is a publicly funded project, and as such, both the EIS and business case should be fully available to all stakeholders.

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.

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

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

Yours sincerely,

Kath Albury

Sydney NSW 2218, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Lay ElJamal [REDACTED]
Sent: Saturday, 23 January 2016 4:39 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

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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.

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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,

Lay ElJamal

Sydney NSW 2044, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: Leah Trindall [REDACTED]
Sent: Saturday, 23 January 2016 4:37 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

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

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

Yours sincerely,

Leah Trindall

[Redacted signature block]

[Redacted block]

[Redacted block]

From: Simon Morris [REDACTED]
Sent: Sunday, 24 January 2016 9:05 AM
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 may not live in a suburb directly affected by WestConnex but this is not about nimbyism. This proposal is an issue for everyone who lives in Sydney. It is the wrong answer to a problem which demands a fundamental rethink of how we live in cities. That's why I endorse these detailed objections below.

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

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

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

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

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will 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 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.

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

unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

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

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

Yours sincerely,

Simon Morris
Belmore NSW 2192, Australia

[Redacted signature block]

[Redacted block]

[Redacted block]

From: Andrrw Jones [REDACTED]
Sent: Sunday, 24 January 2016 8:57 AM
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

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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.

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The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but

instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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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.

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Yours sincerely,

Andrrw Jones

Sydney NSW 2206, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Rebecca Mar Young [REDACTED]
Sent: Sunday, 24 January 2016 8:43 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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

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

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

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

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

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

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

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

I would like the following issues in the EIS addressed:

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

Yours sincerely,

Rebecca Mar Young

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Dallas Moore [REDACTED]
Sent: Sunday, 24 January 2016 8:42 AM
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

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

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

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

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

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

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The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but

instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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

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Yours sincerely,

Dallas Moore

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Saskia Kremer [REDACTED]
Sent: Sunday, 24 January 2016 8:41 AM
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

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Yours sincerely,

Saskia Kremer

New South Wales 2776, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 24 January 2016 8:40 AM
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

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[REDACTED]

[REDACTED]

[REDACTED]

From: Natasha Celm [REDACTED]
Sent: Sunday, 24 January 2016 8:39 AM
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

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Natasha Celm

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

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Sent: Sunday, 24 January 2016 8:38 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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Yours sincerely,

Ian Haigh

Sydney NSW 2040, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Sari Baker [REDACTED]
Sent: Sunday, 24 January 2016 8:32 AM
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

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Sari Baker

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 24 January 2016 8:27 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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[REDACTED]

[REDACTED]

[REDACTED]

From: Sophie Martin [REDACTED]
Sent: Sunday, 24 January 2016 8:25 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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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

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I am concerned about proposals to use part of Sydney Park for the project. In such a densely populated urban area, Sydney Park is essential for the health of the community, and for the liveability of the city.

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.

I know of one couple in their 80s who have lived in their house for 60 years, and are now being forced to find a new house. They can't even afford to stay in their local community, because of the low price the government paid to forcibly acquire their property.

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.

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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,

Sophie Martin

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Macey Kavalee [REDACTED]
Sent: Sunday, 24 January 2016 8:25 AM
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

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Yours sincerely,

macey kavalee

Sydney NSW 2068, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Ananda Perkins [REDACTED]
Sent: Sunday, 24 January 2016 8:21 AM
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

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Yours sincerely,

Ananda Perkins

Sydney NSW 2050, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Margaret Hogg [REDACTED]
Sent: Sunday, 24 January 2016 8:11 AM
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

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Yours sincerely,

Margaret Hogg

Sydney NSW 2035, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Agnes Tulloch [REDACTED]
Sent: Sunday, 24 January 2016 7:59 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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Yours sincerely,

Agnes Tulloch

Sydney NSW 2048, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Andrew Smith [REDACTED]
Sent: Sunday, 24 January 2016 7:48 AM
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

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Yours sincerely,

Andrew Smith

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Caroline Perry [REDACTED]
Sent: Sunday, 24 January 2016 7:37 AM
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

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Yours sincerely,

Caroline Perry

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Vanna Lockwood [REDACTED]
Sent: Sunday, 24 January 2016 7:36 AM
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

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Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: martin walters [REDACTED]
Sent: Sunday, 24 January 2016 7:30 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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Yours sincerely,

martin walters

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Karl NIXON [REDACTED]
Sent: Sunday, 24 January 2016 7:25 AM
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

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Yours sincerely,

Karl NIXON

Sydney NSW 2206, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Will Woods [REDACTED]
Sent: Sunday, 24 January 2016 7:16 AM
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

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

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

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

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

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

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

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.

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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,

Will Woods

Forest Lodge NSW 2037, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: arthur sinanis [REDACTED]
Sent: Sunday, 24 January 2016 3:00 AM
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.

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Yours sincerely,

arthur sinanis

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Terry Serio [REDACTED]
Sent: Sunday, 24 January 2016 2:22 AM
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

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Yours sincerely,

Terry Serio

Dulwich Hill NSW 2203, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Jenny Brown [REDACTED]
Sent: Sunday, 24 January 2016 1:29 AM
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

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

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Yours sincerely,

Jenny Brown

Lilyfield NSW, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Tommy Yip [REDACTED]
Sent: Sunday, 24 January 2016 12:12 AM
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

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

The first and most concern of the new project is the distance between the ventilation stacks and residential homes near those affected area. As WHO (World Health Organisation) suggested burning of diesel fuels can cause serious health issues to human aspiration system. Ventilation stacks can emit UNFILTERED and HIGH CONCENTRATION of diesel waste air within 2km radius of affected residential homes. I strongly suggest the reallocation of ventilation stacks away from any residential area, within 2km of air pollution area.

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Yours sincerely,

Tommy Yip

Sydney NSW 2208, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Sarah Barns [REDACTED]
Sent: Saturday, 23 January 2016 11:41 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

The following points below reflect my views on the West Connex extension. I am particularly concerned about poor transparency around the business modelling and EIS approach that considers only impacts of construction not beyond. .

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

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

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

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

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will 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 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,

Sarah Barns

Dulwich Hill NSW 2203, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Janet Dandy-Ward [REDACTED]
Sent: Saturday, 23 January 2016 11:35 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

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

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

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I object to 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.

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The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but

instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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Yours sincerely,

Janet Dandy-Ward

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Fiona Louise [REDACTED]
Sent: Saturday, 23 January 2016 11:15 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

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Yours sincerely,

Fiona Louise

[REDACTED]

[REDACTED]

[REDACTED]

From: Maria Rumyantseva [REDACTED]
Sent: Saturday, 23 January 2016 11:15 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

My employer and many of my colleagues are based near/in the affected area; I spend a lot of time in the area and enjoy it a lot. The place is already quite congested and will definitively lose its character and charm if used as a major traffic hub. This construction does not seem to be well planned and threatens to destroy a lovely part of Sydney.

Yours sincerely,
Maria Rumyantseva
Sydney NSW 2090, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Greta Kretchmer [REDACTED]
Sent: Saturday, 23 January 2016 10:58 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

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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. I particularly object to elderly people who have lived in the same home most of their lives being forced out of the area they know and love.

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Yours sincerely,

Greta Kretchmer

Bardwell Valley NSW 2207, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Andrew Pople [REDACTED]
Sent: Sunday, 24 January 2016 2:26 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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

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

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

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

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

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

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

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

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

I strongly object to the lack of transparency that has characterised the entire WestConnex, including this project. The public has been deliberately shut out of decision-making processes, and critical information - including cost and revenue figures for the entire WestConnex, the traffic model used to predict usage figures, and detailed plans about current and future tollways - have been kept hidden. This is unacceptable for any government project, let alone one which is almost wholly funded by taxpayers, who bear all the risk if (when?) the toll road fails.

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

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.

Yours sincerely,

Andrew Pople

Sydney NSW 2048, Australia

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[REDACTED]

[REDACTED]

From: helen dowsley [REDACTED]
Sent: Sunday, 24 January 2016 2:24 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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

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

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

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

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

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

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

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I therefore ask that you reject this proposal.

Yours sincerely,

helen dowsley

Sydney NSW 2035, Australia

A large black rectangular redaction box covering the signature area.

[REDACTED]

[REDACTED]

From: Courtney Webber [REDACTED]
Sent: Sunday, 24 January 2016 2:12 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

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

I strongly object to the manner in which this project will see residents in southwest and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

It is unacceptable that unfiltered pollution stacks are to be located in the valley of Kingsgrove, with schools, homes and sporting fields on higher ground; and in the heart of heavily residential areas in Arncliffe and St Peters, where

the stacks will also be placed within metres of many primary schools, childcare centres, sporting grounds, and residential aged care facilities.

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

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

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

I particularly object to the transparent noise walls, as an “opportunity to enhance the driver experience with views across Canterbury Golf Course, Beverly Grove Park and Tallawalla St park”. This demonstrates that urban repair for the people who actually live in these areas, as opposed to motorists passing through, is not a priority. As a frequent motorist I can attest to the futility of this idea. No one is interested in the view, we just want to get to where we're going and are focussed on driving safely.

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

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

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

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

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

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

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

I strongly object to the lack of transparency that has characterised the entire WestConnex, including this project. The public has been deliberately shut out of decision-making processes, and critical information - including cost and revenue figures for the entire WestConnex, the traffic model used to predict usage figures, and detailed plans about current and future tollways - have been kept hidden. This is unacceptable for any government project, let alone one which is almost wholly funded by taxpayers, who bear all the risk if and when the toll road fails.

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

In summary, it is clear that this proposed project is extremely flawed and biased and is not in the best interests of anyone but those who stand to make money from it. I would much prefer OUR money to be spent on improving public transport so that people need not drive at all.

I therefore ask that you reject this proposal.

Yours sincerely,

Courtney Webber

[REDACTED]

[REDACTED]

[REDACTED]

From: Alban Guillemot [REDACTED]
Sent: Sunday, 24 January 2016 2:11 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

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,

Alban Guillemot

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Matt Smith [REDACTED]
Sent: Sunday, 24 January 2016 1:57 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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I 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.

Yours sincerely,

Matt Smith

Sydney NSW 2040, Australia

A large black rectangular redaction box covering the signature area.

[REDACTED]

[REDACTED]

From: Lisa Foscett [REDACTED]
Sent: Sunday, 24 January 2016 1:47 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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

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

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

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I would like the following issues in the EIS addressed:

- 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,

Lisa Foscett

Sydney NSW 2050, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: ann jeffery [REDACTED]
Sent: Sunday, 24 January 2016 1:46 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

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

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

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

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

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

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

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

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

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

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

I strongly object to the lack of transparency that has characterised the entire WestConnex, including this project. The public has been deliberately shut out of decision-making processes, and critical information - including cost and revenue figures for the entire WestConnex, the traffic model used to predict usage figures, and detailed plans about current and future tollways - have been kept hidden. This is unacceptable for any government project, let alone one which is almost wholly funded by taxpayers, who bear all the risk if (when?) the toll road fails.

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

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.

Yours sincerely,

ann jeffery

New South Wales 2095, Australia

A large black rectangular redaction box covering the signature area.

[REDACTED]

[REDACTED]

From: Susan Coghill [REDACTED]
Sent: Sunday, 24 January 2016 1:43 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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

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

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

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- The lack of adequate traffic modelling

Yours sincerely,

Susan Coghill

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Ryan Tyler [REDACTED]
Sent: Sunday, 24 January 2016 1:35 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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I therefore ask that you reject this proposal.

Yours sincerely,

Ryan Tyler

Sydney NSW 2043, Australia

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[REDACTED]

[REDACTED]

From: elizAbeth howe [REDACTED]
Sent: Sunday, 24 January 2016 1:09 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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I therefore ask that you reject this proposal.

Yours sincerely,

elizAbeth howe

Sydney NSW 2044, Australia

A large black rectangular redaction box covering the signature area.

[REDACTED]

[REDACTED]

From: Sylvia Raco [REDACTED]
Sent: Sunday, 24 January 2016 1:02 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

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.

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

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

Yours sincerely,

Sylvia Raco

Sydney NSW 2196, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 24 January 2016 12:57 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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

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

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

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

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

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

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

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

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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.

[REDACTED]

[REDACTED]

[REDACTED]

From: Sharon Tandy [REDACTED]
Sent: Sunday, 24 January 2016 12:48 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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.
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- The lack of adequate traffic modelling

Yours sincerely,

Sharon Tandy

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Kate Furnell [REDACTED]
Sent: Sunday, 24 January 2016 12:28 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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I therefore ask that you reject this proposal.

Yours sincerely,

Kate Furnell

Sydney NSW 2042, Australia

[Redacted signature block]

[REDACTED]

[REDACTED]

From: Mandi Ellem [REDACTED]
Sent: Sunday, 24 January 2016 12:28 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

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Yours sincerely,

Mandi Ellem

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 24 January 2016 12:24 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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I therefore ask that you reject this proposal.

[REDACTED]

[REDACTED]

[REDACTED]

From: Eric Hutchinson [REDACTED]
Sent: Sunday, 24 January 2016 12:22 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

I therefore ask that you reject this proposal.

Yours sincerely,

Eric Hutchinson

Sydney NSW 2042, Australia

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[REDACTED]

[REDACTED]

From: india zegan [REDACTED]
Sent: Sunday, 24 January 2016 12:16 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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I therefore ask that you reject this proposal.

Yours sincerely,

india zegan

Sydney NSW 2043, Australia

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[REDACTED]

[REDACTED]

From: Peter Uren [REDACTED]
Sent: Sunday, 24 January 2016 11:57 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

Peter Uren

Sydney NSW 2042, Australia

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[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 24 January 2016 11:53 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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I therefore ask that you reject this proposal.

[REDACTED]

[REDACTED]

[REDACTED]

From: Virginia Muzik [REDACTED]
Sent: Sunday, 24 January 2016 11:40 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

I therefore ask that you reject this proposal.

Yours sincerely,

Virginia Muzik

St Peters NSW 2044, Australia

[Redacted signature block]

[REDACTED]

[REDACTED]

From: Mark Robson [REDACTED]
Sent: Sunday, 24 January 2016 11:30 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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I therefore ask that you reject this proposal.

Yours sincerely,

Mark Robson

Sydney NSW 2015, Australia

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[REDACTED]

[REDACTED]

From: Mark Barry [REDACTED]
Sent: Sunday, 24 January 2016 11:19 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

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[REDACTED]

From: Adam Cox [REDACTED]
Sent: Sunday, 24 January 2016 11:14 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

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[REDACTED]

From: Lisa Sloan [REDACTED]
Sent: Sunday, 24 January 2016 11:11 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

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

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I therefore ask that you reject this proposal.

Yours sincerely,

Lisa Sloan

Sydney NSW 2044, Australia

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[REDACTED]

[REDACTED]

From: Kristy Huxtable [REDACTED]
Sent: Sunday, 24 January 2016 11:07 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

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I therefore ask that you reject this proposal.

Yours sincerely,

Kristy Huxtable

Sydney NSW 2045, Australia

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[REDACTED]

[REDACTED]

From: Helen Eager [REDACTED]
Sent: Sunday, 24 January 2016 11:03 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

I write to object to the proposed WestConnex (WC)

sPecifically I wish to add my direct observations of the traffic in the area which I live and the apparent disregard for the reality in the WC case.

i travel on many of the roads directly affected by WC daily. The supposition that McEvoy St, Bourke Rd, Mitchells Rd Henderson Rd, Botany Rd, Erskinvill Rd or King St, to name only the 'bigger' sets, can handle any greater traffic than they do at present, is not rational.

The week after Christmas, a quiet period in Sydney, saw McEvoy St at a crawl at the Bunnings, Dan Murphy and Wyndham St junctions. The intersection outside 'The Grounds' was backed up as usual. All January, traffic has been busy on these streets, but come the return to school we will return to what is usual in our area. The streets already mentioned will be choked, McEvoy St will be stop start along its length, similarly Botany Rd and King St will be at a standstill.

When Euston Rd is widened to two lanes, it will funnel traffic directly into these streets at an incredulous rate, and the 3.5minutes saved on the WC will be quickly evaporated. i say incredulous, as no intelligent person who has made real objective observations could even contemplate this working. i question the integrity of the statistics and predictions that suggest this scheme will work.

From a local perspective I will be trapped in Alexandria, unable to turn right into Sydney Park Rd from either Euston or Mitchell St, my only alternative to either run the back streets, which are barely one lane wide or join Erskinvill Rd and the King St to go South. Add to this an increase of 6000 residents on the Alexandria Estate and the problem only gets worse.

I will finish with the obvious observation, that there is no public transport option either as part of WC or as an alternative to WC and this is a great oversight and something I object to strongly. pUblc transport is the only way our community will benefit and our leaders need vision for the future not respond to the influence of road builders and their lobbyists.

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

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

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I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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Yours sincerely,

Helen Eager

Sydney NSW 2015, Australia

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From: Robin Mack [REDACTED]
Sent: Sunday, 24 January 2016 11:00 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

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

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

I strongly object to the lack of transparency that has characterised the entire WestConnex, including this project. The public has been deliberately shut out of decision-making processes, and critical information - including cost and revenue figures for the entire WestConnex, the traffic model used to predict usage figures, and detailed plans about current and future tollways - have been kept hidden. This is unacceptable for any government project, let alone one which is almost wholly funded by taxpayers, who bear all the risk if (when?) the toll road fails.

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

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.

Yours sincerely,

Robin Mack

Sydney NSW 2043, Australia

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[REDACTED]

[REDACTED]

From: Chtistina Mclean [REDACTED]
Sent: Sunday, 24 January 2016 10:52 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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

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

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

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

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

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

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

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

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

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

I strongly object to the lack of transparency that has characterised the entire WestConnex, including this project. The public has been deliberately shut out of decision-making processes, and critical information - including cost and revenue figures for the entire WestConnex, the traffic model used to predict usage figures, and detailed plans about current and future tollways - have been kept hidden. This is unacceptable for any government project, let alone one which is almost wholly funded by taxpayers, who bear all the risk if (when?) the toll road fails.

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

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.

Yours sincerely,

Christina Mclean

Marrickville NSW, Australia

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[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 24 January 2016 10:31 AM
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 presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

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

I object to the failure of the 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.

By the time WestConnex is complete, my daughter will be old enough to attend Newtown primary school. I'm disappointed that concerns about traffic and pollution haven't been considered or responded to reasonably enough. Especially given that parents may be forced to move out of the area due to degradation of air quality.

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: Henri Francois [REDACTED]
Sent: Sunday, 24 January 2016 10:20 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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

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

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

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

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

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

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

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

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

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

I strongly object to the lack of transparency that has characterised the entire WestConnex, including this project. The public has been deliberately shut out of decision-making processes, and critical information - including cost and revenue figures for the entire WestConnex, the traffic model used to predict usage figures, and detailed plans about current and future tollways - have been kept hidden. This is unacceptable for any government project, let alone one which is almost wholly funded by taxpayers, who bear all the risk if (when?) the toll road fails.

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

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

Yours sincerely,

Henri Francois

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]



From: Alistair Hobbs [REDACTED]
Sent: Sunday, 24 January 2016 10:16 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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

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

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

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

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

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

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

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

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

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

I strongly object to the lack of transparency that has characterised the entire WestConnex, including this project. The public has been deliberately shut out of decision-making processes, and critical information - including cost and revenue figures for the entire WestConnex, the traffic model used to predict usage figures, and detailed plans about current and future tollways - have been kept hidden. This is unacceptable for any government project, let alone one which is almost wholly funded by taxpayers, who bear all the risk if (when?) the toll road fails.

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

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

Yours sincerely,

Kris Gallen

[Redacted signature block]

[Redacted signature block]

[REDACTED]

From: Claire Steigrad [REDACTED]
Sent: Sunday, 24 January 2016 10:02 AM
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 presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

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

I object to the failure of the 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 object strongly to the destruction of trees and other habitat in Sydney Park for the construction of this project. This parkland, which is a huge part of the amenity of the Inner West, should be untouchable.

I object to a planning process that relies on under-informing the community of the true impact of projects such as this and then goes on to tell the community that we already had the chance to object when the destruction to our environment, homes, health & quality of life occurs.

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,

Claire Steigrad

Sydney NSW 2032, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Will Bromley [REDACTED]
Sent: Sunday, 24 January 2016 9:53 AM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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

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

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

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

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

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

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

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

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

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

I strongly object to the lack of transparency that has characterised the entire WestConnex, including this project. The public has been deliberately shut out of decision-making processes, and critical information - including cost and revenue figures for the entire WestConnex, the traffic model used to predict usage figures, and detailed plans about current and future tollways - have been kept hidden. This is unacceptable for any government project, let alone one which is almost wholly funded by taxpayers, who bear all the risk if (when?) the toll road fails.

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

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

Yours sincerely,

Will Bromley

Sydney NSW 2042, Australia

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[REDACTED]

From: Howard Adams [REDACTED]
Sent: Sunday, 24 January 2016 9:30 AM
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 presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

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

I object to the failure of the 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,

Howard Adams

Sydney NSW 2040, Australia

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[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 24 January 2016 9:28 AM
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 presented evidence based arguments that the Westconnex will not meet its goals. It should be rejected on that basis alone.

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

I object to the failure of the 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.

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instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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

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

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Georgina Svolos [REDACTED]
Sent: Sunday, 24 January 2016 9:24 AM
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

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

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

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will 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,

Georgina Svolos

Sydney NSW 2206, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Millie Bartlett [REDACTED]
Sent: Sunday, 24 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).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. 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.

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.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities would take place. This includes communities in Arncliffe, Kingsgrove, Beverly Hills, St Peters and Alexandria. These health risks are rated as HIGH for all areas. Mitigation is recommended, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval – and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this.

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

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

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

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 have been 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.

The arrogant EIS social impact study dismisses the impact of the compulsory acquisitions that are forcing hundreds of people from their homes and businesses and fracturing long-standing communities in a few lines. This is unacceptable, particularly when residents are being offered below-market prices for their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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.

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

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms. Some of these roads will be less than 5m from people's homes, which is unacceptable.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Millie Bartlett

Sydney NSW 2131, Australia

[Redacted signature block]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 24 January 2016 7:42 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

I am appalled by and strongly object to the impact on heritage suburbs. I also strongly object to the impact on Sydney Park.

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

I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

I strongly object to the manner in which this project will see residents in south-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

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

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

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

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

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

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

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

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

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

I particularly object to the transparent noise walls, as an "opportunity to enhance the driver experience with views across Canterbury Golf Course, Beverly Grove Park and Tallawalla St park". This demonstrates that urban repair for the people who actually live in these areas, as opposed to motorists passing through, is not a priority. An incredibly tactless comment, at the very least. The motorists' 'experience' should be LAST on the list of concerns.

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

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

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

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

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

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

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

I strongly object to the lack of transparency that has characterised the entire WestConnex, including this project. The public has been deliberately shut out of decision-making processes, and critical information - including cost and revenue figures for the entire WestConnex, the traffic model used to predict usage figures, and detailed plans about current and future tollways - have been kept hidden. This is unacceptable for any government project, let alone one which is almost wholly funded by taxpayers, who bear all the risk if (when?) the toll road fails.

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

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. However 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 demand that you reject this proposal.

[REDACTED]

[REDACTED]

[REDACTED]

From: Merinda Timpany [REDACTED]
Sent: Sunday, 24 January 2016 7:36 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

I strongly object to the manner in which this project will see residents in south-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

I 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, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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

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

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

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

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

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

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

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

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

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

I strongly object to the lack of transparency that has characterised the entire WestConnex, including this project. The public has been deliberately shut out of decision-making processes, and critical information - including cost and revenue figures for the entire WestConnex, the traffic model used to predict usage figures, and detailed plans about current and future tollways - have been kept hidden. This is unacceptable for any government project, let alone one which is almost wholly funded by taxpayers, who bear all the risk if (when?) the toll road fails.

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

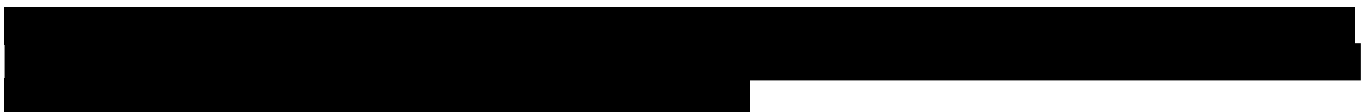
I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution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

I therefore ask that you reject this proposal.

Yours sincerely,

Merinda Timpany

Sydney NSW 2045, Australia

A large black rectangular redaction box covering the signature area.

[REDACTED]

[REDACTED]

From: Jake Forbes [REDACTED]
Sent: Sunday, 24 January 2016 7:33 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).

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

WestConnex will also divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

The whole WestConnex has also been characterised by corrupted processes, and a lack of transparency and accountability. 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.

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.

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities would take place. This includes communities in Arncliffe, Kingsgrove, Beverly Hills, St Peters and Alexandria. These health risks are rated as HIGH for all areas. Mitigation is recommended, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval – and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this.

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

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

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

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 have been 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.

The arrogant EIS social impact study dismisses the impact of the compulsory acquisitions that are forcing hundreds of people from their homes and businesses and fracturing long-standing communities in a few lines. This is unacceptable, particularly when residents are being offered below-market prices for their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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.

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

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional. It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms. Some of these roads will be less than 5m from people's homes, which is unacceptable.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Jake Forbes

Sydney NSW 2151, Australia



[REDACTED]

[REDACTED]

From: Alex Marques [REDACTED]
Sent: Sunday, 24 January 2016 7:31 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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

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

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

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

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

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

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

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

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

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

I strongly object to the lack of transparency that has characterised the entire WestConnex, including this project. The public has been deliberately shut out of decision-making processes, and critical information - including cost and revenue figures for the entire WestConnex, the traffic model used to predict usage figures, and detailed plans about current and future tollways - have been kept hidden. This is unacceptable for any government project, let alone one which is almost wholly funded by taxpayers, who bear all the risk if (when?) the toll road fails.

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

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.

Yours sincerely,

Alex Marques

Dulwich Hill NSW 2203, Australia

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[REDACTED]

[REDACTED]

From: Glad McInerney [REDACTED]
Sent: Sunday, 24 January 2016 7:21 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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

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

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

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

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

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

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

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

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

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

I strongly object to the lack of transparency that has characterised the entire WestConnex, including this project. The public has been deliberately shut out of decision-making processes, and critical information - including cost and revenue figures for the entire WestConnex, the traffic model used to predict usage figures, and detailed plans about current and future tollways - have been kept hidden. This is unacceptable for any government project, let alone one which is almost wholly funded by taxpayers, who bear all the risk if (when?) the toll road fails.

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

I therefore ask that you reject this proposal.

Yours sincerely,

Glad McInerney

Sydney NSW 2042, Australia

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[REDACTED]

[REDACTED]

From: Bruce Crabb [REDACTED]
Sent: Sunday, 24 January 2016 7:02 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

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

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

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

I strongly object to the lack of transparency that has characterised the entire WestConnex, including this project. The public has been deliberately shut out of decision-making processes, and critical information - including cost and revenue figures for the entire WestConnex, the traffic model used to predict usage figures, and detailed plans about current and future tollways - have been kept hidden. This is unacceptable for any government project, let alone one which is almost wholly funded by taxpayers, who bear all the risk if (when?) the toll road fails.

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

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.

Yours sincerely,

Bruce Crabb

Sydney NSW 2016, Australia

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[REDACTED]

From: jamee jenkins [REDACTED]
Sent: Sunday, 24 January 2016 6:56 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

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

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Yours sincerely,

jamee jenkins

200/8 Sutton St, Chelsea Heights VIC 3196, Australia

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[REDACTED]

[REDACTED]

From: Catherine Clare [REDACTED]
Sent: Sunday, 24 January 2016 6:52 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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Yours sincerely,

Catherine Clare

New South Wales 2019, Australia

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[REDACTED]

From: Victoria Nelson [REDACTED]
Sent: Sunday, 24 January 2016 6:39 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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Sydney NSW 2204, Australia

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[REDACTED]

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

I therefore ask that you reject this proposal.

Yours sincerely,

[Redacted signature]

[Redacted name]

[Redacted address block]

[REDACTED]

[REDACTED]

From: Kirsten Rimez [REDACTED]
Sent: Sunday, 24 January 2016 6:22 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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

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

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

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

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I therefore ask that you reject this proposal.

Yours sincerely,

Kirsten Rimez

Sydney NSW 2015, Australia

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[REDACTED]

[REDACTED]

From: Mikol Furneaux [REDACTED]
Sent: Sunday, 24 January 2016 6:17 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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I therefore ask that you reject this proposal.

Yours sincerely,

Mikol Furneaux

Australia, Duhok, Iraq

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[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 24 January 2016 6:13 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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I therefore ask that you reject this proposal.

[REDACTED]

[REDACTED]

[REDACTED]

From: Eric Pinkerton [REDACTED]
Sent: Sunday, 24 January 2016 6:11 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

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

I therefore ask that you reject this proposal.

Yours sincerely,

Eric Pinkerton

Sydney NSW 2050, Australia

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[REDACTED]

[REDACTED]

From: Kristi Gale [REDACTED]
Sent: Sunday, 24 January 2016 6:09 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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

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

I strongly object to the manner in which this project will see residents in souther-west and western Sydney pay large tolls to drive straight into traffic jams when they exit the tollway, and increase car dependency and commute times for people in these suburbs.

I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

I strongly object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site, and the superficial and substandard way this threat has been assessed in this EIS.

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

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

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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

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

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

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

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

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

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

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I therefore ask that you reject this proposal.

Yours sincerely,

Kristi Gale

Sydney NSW 2050, Australia

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[REDACTED]

From: Jessica Bushby [REDACTED]
Sent: Sunday, 24 January 2016 6:02 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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

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I strongly object to the way this project will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

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

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

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

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

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

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

I strongly object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the

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

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I therefore ask that you reject this proposal.

Yours sincerely,

Jessica Bushby

Sydney NSW 2042, Australia

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[REDACTED]

From: Keith Dunkin [REDACTED]
Sent: Sunday, 24 January 2016 5:48 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Attn: Secretary, Department of Planning and Environment

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I strongly object to Sydney being turned into a laughing stock globally. So many other major cities are looking to public transport and the minimisation of private transport while this city is in the thrall of the car and oil suppliers and continually finds ways to back these outmoded solutions.

In common with the Abbott policy of encouraging the use of unsustainable fossil fuels our state government is determined to destroy our world for the good of no-one but big business.

I believe that all work should stop and that the ICAC should be brought in to review a system that sees government agencies back each other with a waste of public money that suits big business and not the people of NSW.

I therefore ask that you reject this proposal.

Yours sincerely,

Keith Dunkin

Sydney NSW 2131, Australia

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[REDACTED]