[redacted]

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

Categories: Follow-up, Assessment Panel

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.

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.

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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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Rosanna Vecchio

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Sent: Saturday, 23 January 2016 3:38 PM
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Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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Sharon Blair

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

Categories: Follow-up, Assessment Panel

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

Categories: Follow-up, Assessment Panel

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Sent: Saturday, 23 January 2016 1:59 PM
To: DPE CSE Information Planning Mailbox
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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,

Masoumeh Mokhtar

[redacted]

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

Categories: Follow-up, Assessment Panel

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.

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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.

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.

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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.

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Yours sincerely,

Susan Bromley

[redacted]

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[redacted]

[redacted]

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

Categories: Follow-up, Assessment Panel

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,

[redacted]

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From: Noya Elron [redacted]
Sent: Saturday, 23 January 2016 1:24 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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,

Noya Elron

[redacted]

[redacted]

[redacted]

[redacted]

From: Stephen Harris [redacted]
Sent: Saturday, 23 January 2016 1:12 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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,

Stephen Harris

[redacted]

[redacted]

[redacted]

From: Oliver Shermacher [redacted]>
Sent: Saturday, 23 January 2016 1:05 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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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.

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

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

Yours sincerely,

Oliver Shermacher

[redacted]

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[redacted]

From: Isa Menzies [redacted]
Sent: Saturday, 23 January 2016 1:05 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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.

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.

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Yours sincerely,

Isa Menzies

[redacted]

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From: Jess hyman [redacted]
Sent: Saturday, 23 January 2016 12:56 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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,

Jess hyman

[redacted]

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From: Nikola Anderson [redacted]
Sent: Saturday, 23 January 2016 12:21 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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,

Nikola Anderson

[redacted]

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[redacted]

From: Darrell Williams [redacted]>
Sent: Saturday, 23 January 2016 12:09 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

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,

Darrell Williams

[redacted]

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[redacted]

[redacted]

From: madeleine purdy [redacted]>
Sent: Saturday, 23 January 2016 12:02 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport and other traffic management options that would be a better and more sustainable investment of its $16.8 billion cost.

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

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

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

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

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

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

Yours sincerely,

madeleine purdy

[redacted]

[redacted]

[redacted]

[redacted]

From: Daviod Errington [redacted]>
Sent: Friday, 22 January 2016 11:19 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

The plan to dump thousands of additional cars into Euston Road and McEvoy Streets (already huge bottlenecks) is monstrous and very ill-considered. Traffic will be forced into local streets and frustrated drivers will be even more aggressive towards pedestrians and cyclists than they are now with those roads already well beyond their capacity.

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

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

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

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

become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex.

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the

New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

Yours sincerely,

Daviod Errington

Sydney NSW 2017, Australia



[redacted]

From: Michael Dandy [redacted]
Sent: Friday, 22 January 2016 10:45 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

I am a resident of St Peters, I live with my wife and eight year old son less then 200m from the proposed St. Peter's interchange & tunnel exhaust stack(s) we as a family are concerned and to be truthful frightened by what is happening literally on our door step.

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS)no. I strongly object to this project and the entire WestConnex of which this is jen part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

- The cost of WestConnex has rapidly escalated by 70% to almost $17 billion. All indications are that this will become $20 billion minimum given the rate of these cost blowouts, which now exceed $2 billion a year. Despite this, there has been a disturbing lack of transparency around this project, and the NSW and Australian taxpayers funding it have not been given access to crucial data such as the cost figures, expected toll revenues, and those used to calculate the usage estimates.

- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process. I also object to these acquisition process taking place in advance of this EIS being released, let alone any Planning approval granted. This undermines community confidence that this is a genuine consultation process.

- No independent assessment of the traffic modelling in this and other WestConnex EISs has been performed. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.

- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets. This is not by accident – it is intentional.

- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.

- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.

- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.

- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.

- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

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

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

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

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

Yours sincerely,

Michael Dandy

Sydney NSW 2044, Australia

[redacted]

From: Laura Pavlov[redacted]
Sent: Friday, 22 January 2016 10:44 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the

impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

Yours sincerely,

Laura Pavlov

Sydney NSW 2045, Australia



[redacted]

From: Warren O'Brien [redacted]>
Sent: Friday, 22 January 2016 10:41 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

Yours sincerely,

Warren O'Brien

St Peters NSW 2044, Australia



[redacted]

From: [redacted]
Sent: Friday, 22 January 2016 10:40 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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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.

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the

impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

[redacted]

From: Pierre MILET [redacted]
Sent: Friday, 22 January 2016 10:38 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

- The cost of WestConnex has rapidly escalated by 70% to almost $17 billion. All indications are that this will become $20 billion minimum given the rate of these cost blowouts, which now exceed $2 billion a year. Despite this, there has been a disturbing lack of transparency around this project, and the NSW and Australian taxpayers funding it have not been given access to crucial data such as the cost figures, expected toll revenues, and those used to calculate the usage estimates.

- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process. I also object to these acquisition process taking place in advance of this EIS being released, let alone any Planning approval granted. This undermines community confidence that this is a genuine consultation process.

- No independent assessment of the traffic modelling in this and other WestConnex EISs has been performed. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic,

and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.

- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets. This is not by accident – it is intentional.

- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.

- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.

- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.

- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.

- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

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

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

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

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

Yours sincerely,

Pierre MILET

Sydney NSW 2049, Australia



[redacted]

From: Warren O'Brien [redacted]
Sent: Friday, 22 January 2016 10:35 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

- The cost of WestConnex has rapidly escalated by 70% to almost $17 billion. All indications are that this will become $20 billion minimum given the rate of these cost blowouts, which now exceed $2 billion a year. Despite this, there has been a disturbing lack of transparency around this project, and the NSW and Australian taxpayers funding it have not been given access to crucial data such as the cost figures, expected toll revenues, and those used to calculate the usage estimates.

- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process. I also object to these acquisition process taking place in advance of this EIS being released, let alone any Planning approval granted. This undermines community confidence that this is a genuine consultation process.

- No independent assessment of the traffic modelling in this and other WestConnex EISs has been performed. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic,

and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.

- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets. This is not by accident – it is intentional.

- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.

- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.

- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.

- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.

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

Yours sincerely,

Warren O'Brien

St Peters NSW 2044, Australia



[redacted]

From: [redacted]
Sent: Friday, 22 January 2016 10:34 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

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).

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and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

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- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

From: sue pedley [redacted]
Sent: Friday, 22 January 2016 10:18 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

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 includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets. This is not by accident – it is intentional.

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

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

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

Yours sincerely,

sue pedley

Sydney NSW 2043, Australia



[redacted]

From: Kate Doyle [redacted]
Sent: Thursday, 21 January 2016 10:35 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

I object strongly to the proposed WestConnex New M5 and the entire WestConnex of which this project is a part.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project, particularly as numerous contracts have been let ahead of this EIS being published.

Public servants have an obligation to the public and to the potential social, health and economic costs of spending $16.8 billion on WestConnex when it provides no sensible solution to Sydney's transport needs.

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.

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

- The cost of WestConnex has rapidly escalated by 70% to almost $17 billion. All indications are that this will become $20 billion minimum given the escalating rate of its cost blowouts.

- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress during an already traumatic process.

- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

- Endangered flora and fauna would be destroyed by this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- No traffic modelling has been done outside the immediate project footprint, meaning the community would be left to deal with unknown environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional. Clearly, nobody on the planning committee has to use the surrounding roads as part of their commute.

- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.

- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.

- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.

- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

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

Given that there are so mainly negatives to this project and very few long term positives (not to mention that the $20billion saved could provide Sydney with a world class public transport system), I ask that you REJECT this proposal. I expect that my submission will be published in accordance with the undertaking on your website and that you will provide a written response to my objections.

Yours sincerely,

Kate Doyle

Sydney NSW 2204, Australia

[redacted]

From: Reuben Holt [redacted]
Sent: Thursday, 21 January 2016 10:03 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

I strongly object to the proposed WestConnex New M5 and the entire WestConnex of which this project is a part.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project, particularly as numerous contracts have been let ahead of this EIS being published. 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.

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.

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

- The cost of WestConnex has rapidly escalated by 70% to almost $17 billion. All indications are that this will become $20 billion minimum given the escalating rate of its cost blowouts.

- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress during an already traumatic process.

- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

- Endangered flora and fauna would be destroyed by this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

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- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- No traffic modelling has been done outside the immediate project footprint, meaning the community would be left to deal with unknown environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.

- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

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- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.

- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.

- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

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

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

Yours sincerely,

Reuben Holt



[redacted]

From: Geraldine Cahill [redacted]>
Sent: Thursday, 21 January 2016 9:58 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

I strongly object to the proposed WestConnex New M5 and the entire WestConnex of which this project is a part.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project, particularly as numerous contracts have been let ahead of this EIS being published. 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.

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.

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

- The cost of WestConnex has rapidly escalated by 70% to almost $17 billion. All indications are that this will become $20 billion minimum given the escalating rate of its cost blowouts.

- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress during an already traumatic process.

- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

- Endangered flora and fauna would be destroyed by this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- No traffic modelling has been done outside the immediate project footprint, meaning the community would be left to deal with unknown environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.

- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.

- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.

- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.

- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

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

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

Yours sincerely,

Geraldine Cahill

Sydney NSW 2044, Australia



[redacted]

From: Silvia Mircevski [redacted]
Sent: Thursday, 21 January 2016 9:57 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

I strongly object to the proposed WestConnex New M5 and the entire WestConnex of which this project is a part.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project, particularly as numerous contracts have been let ahead of this EIS being published. 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.

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.

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

- The cost of WestConnex has rapidly escalated by 70% to almost $17 billion. All indications are that this will become $20 billion minimum given the escalating rate of its cost blowouts.

- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress during an already traumatic process.

- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

- Endangered flora and fauna would be destroyed by this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

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- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

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- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.

- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.

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

Yours sincerely,

Silvia Mircevski

Sydney NSW 2044, Australia



[redacted]

From: David Dabinett [redacted]
Sent: Thursday, 21 January 2016 9:53 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

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

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

Yours sincerely,

David Dabinett

Sydney NSW 2085, Australia



[redacted]

From: Ainsley Newson [redacted]
Sent: Thursday, 21 January 2016 9:52 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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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.

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

- The cost of WestConnex has rapidly escalated by 70% to almost $17 billion. All indications are that this will become $20 billion minimum given the escalating rate of its cost blowouts.

- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress during an already traumatic process.

- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

- Endangered flora and fauna would be destroyed by this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- No traffic modelling has been done outside the immediate project footprint, meaning the community would be left to deal with unknown environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.

- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.

- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.

- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.

- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

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

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

Yours sincerely,

Ainsley Newson

Sydney NSW 2038, Australia



[redacted]

From: Christiane Donnelly [redacted]
Sent: Thursday, 21 January 2016 9:51 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

I strongly object to the proposed WestConnex New M5 and the entire WestConnex of which this project is a part.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project, particularly as numerous contracts have been let ahead of this EIS being published. 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.

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.

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

- The cost of WestConnex has rapidly escalated by 70% to almost $17 billion. All indications are that this will become $20 billion minimum given the escalating rate of its cost blowouts.

- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress during an already traumatic process.

- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

- Endangered flora and fauna would be destroyed by this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- No traffic modelling has been done outside the immediate project footprint, meaning the community would be left to deal with unknown environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.

- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.

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

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

Yours sincerely,

Christiane Donnelly

Sydney NSW 2204, Australia



[redacted]

From: Charmian Lo [redacted]
Sent: Thursday, 21 January 2016 9:31 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

I strongly object to the proposed WestConnex New M5 and the entire WestConnex of which this project is a part.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project, particularly as numerous contracts have been let ahead of this EIS being published. 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.

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.

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

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- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress during an already traumatic process.

- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

- Endangered flora and fauna would be destroyed by this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

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- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

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

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

Yours sincerely,

Charmian Lo

Sydney NSW 2044, Australia



[redacted]

From: Jakki Trenbath [redacted]
Sent: Thursday, 21 January 2016 9:24 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

I object to the proposed WestConnex New M5 and the entire WestConnex of which this project is a part.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project, particularly as numerous contracts have been let ahead of this EIS being published. 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.

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.

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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- Endangered flora and fauna would be destroyed by this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

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- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- No traffic modelling has been done outside the immediate project footprint, meaning the community would be left to deal with unknown environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

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- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.

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- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

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

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

Yours sincerely,

Jakki Trenbath

Sydney NSW 2206, Australia



[redacted]

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

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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

It is alarming that costs for this taxpayer-funded project are blowing out at the rate of more than $2 billion a year. When WestConnex was announced in 2012, it was one toll road with a price tag of $10 billion; it is now a series of

toll road projects that encompasses WestConnex and additional projects such as the Southern Extension and Sydney Gateway that will now cost $16.8 billion. Indeed, without these additional toll roads - none of which are assessed in this EIS - even the proponents admit the New M5 will worsen traffic congestion. At this rate the final price tag will be well in excess of $20 billion even before the cost of financing large loans, addressing its social, health and environmental impacts, and covering its (inevitable) shortfall in toll revenues is taken into account.

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport and other traffic management options that would be a better and more sustainable investment of its $16.8 billion cost.

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

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

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

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

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

From: Warren O'Brien [redacted]>
Sent: Saturday, 23 January 2016 3:48 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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

It is alarming that costs for this taxpayer-funded project are blowing out at the rate of more than $2 billion a year. When WestConnex was announced in 2012, it was one toll road with a price tag of $10 billion; it is now a series of

toll road projects that encompasses WestConnex and additional projects such as the Southern Extension and Sydney Gateway that will now cost $16.8 billion. Indeed, without these additional toll roads - none of which are assessed in this EIS - even the proponents admit the New M5 will worsen traffic congestion. At this rate the final price tag will be well in excess of $20 billion even before the cost of financing large loans, addressing its social, health and environmental impacts, and covering its (inevitable) shortfall in toll revenues is taken into account.

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport and other traffic management options that would be a better and more sustainable investment of its $16.8 billion cost.

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

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

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

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

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

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

Yours sincerely,

Warren O'Brien

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, 23 January 2016 3:48 PM
To: DPE CSE Information Planning Mailbox
Subject: SSI 14_6788: Submission to WestConnex New M5 EIS

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

No business case was released until late 2015 after huge public pressure was placed on the NSW Government to do so. Even so, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the hidden information involves the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability. "Commercial in confidence" excuses provided for these redactions ring hollow when the project is being funded almost exclusively by taxpayers.

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

It is alarming that costs for this taxpayer-funded project are blowing out at the rate of more than $2 billion a year. When WestConnex was announced in 2012, it was one toll road with a price tag of $10 billion; it is now a series of

toll road projects that encompasses WestConnex and additional projects such as the Southern Extension and Sydney Gateway that will now cost $16.8 billion. Indeed, without these additional toll roads - none of which are assessed in this EIS - even the proponents admit the New M5 will worsen traffic congestion. At this rate the final price tag will be well in excess of $20 billion even before the cost of financing large loans, addressing its social, health and environmental impacts, and covering its (inevitable) shortfall in toll revenues is taken into account.

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport and other traffic management options that would be a better and more sustainable investment of its $16.8 billion cost.

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

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

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

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

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

From: Greg Ricketson [redacted]
Sent: Friday, 22 January 2016 4:15 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the

impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

Yours sincerely,

Greg Ricketson

Sydney NSW 2042, Australia



[redacted]

From: Philippa Abbott [redacted]
Sent: Friday, 22 January 2016 4:11 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the

impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

Yours sincerely,

Philippa Abbott

Sydney NSW 2042, Australia



[redacted]

From: [redacted]
Sent: Friday, 22 January 2016 4:02 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

_____

[redacted]

[redacted]

From: Rebecca Lehman[redacted]
Sent: Friday, 22 January 2016 3:53 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the

impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

Yours sincerely,

Rebecca Lehman

Sydney NSW 2034, Australia



[redacted]

From: Carolinr Lemic [redacted]
Sent: Friday, 22 January 2016 3:02 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

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,

Carolinr Lemic

Sydney NSW 2207, Australia



[redacted]

From: Ronald May [redacted]
Sent: Friday, 22 January 2016 2:53 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

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,

Ronald May

Sydney NSW 2017, Australia



[redacted]

From: [redacted]
Sent: Friday, 22 January 2016 2:35 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

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,

[redacted]

[redacted]

[redacted]

[redacted]

From: Greg LAMONT [redacted]
Sent: Friday, 22 January 2016 2:21 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the

impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

Yours sincerely,

Greg LAMONT

Sydney NSW 2018, Australia



[redacted]

From: Brady Lewis [redacted]>
Sent: Friday, 22 January 2016 2:11 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

Please be aware that I have read through the following facsimile submission thoroughly and that I fully endorse all the statements and objections therein

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

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

Yours sincerely,

Brady Lewis

New South Wales 2780, Australia



[redacted]

From: mark christopher [redacted]
Sent: Friday, 22 January 2016 2:04 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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So basically this work is going to make Sydney a far worse place to live.

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

Yours sincerely,

mark christopher

Sydney NSW 2113, Australia



[redacted]

From: Todd Hillsley [redacted]
Sent: Friday, 22 January 2016 1:54 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

Yours sincerely,

Todd Hillsley

Sydney NSW 2140, Australia



[redacted]

From: ida melank [redacted]
Sent: Friday, 22 January 2016 1:42 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

Yours sincerely,

ida melank

Sydney NSW 2204, Australia



[redacted]

From: Jacki Chorazy [redacted]
Sent: Friday, 22 January 2016 1:37 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

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

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

Yours sincerely,

jacki chorazy

Sydney NSW 2042, Australia



[redacted]

From: Barbara pearce [redacted]
Sent: Friday, 22 January 2016 1:28 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the

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

Yours sincerely,

Barbara pearce

Sydney NSW 2042, Australia



[redacted]

From: [redacted]
Sent: Friday, 22 January 2016 12:54 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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



[redacted]

From: Carmen Galan [redacted]
Sent: Friday, 22 January 2016 12:36 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive, ultimately at the tax payer's expense, 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. It is undemocratic and antisocial.

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

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

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

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

Yours sincerely,

Carmen Galan

Sydney NSW 2206, Australia



[redacted]

From: Kevin Rigby [redacted]>
Sent: Friday, 22 January 2016 12:34 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

Yours sincerely,

Kevin Rigby

Sydney NSW 2042, Australia



[redacted]

From: [redacted]
Sent: Friday, 22 January 2016 12:24 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the

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

_____



[redacted]

From: Erica Foley [redacted]
Sent: Friday, 22 January 2016 12:19 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

Yours sincerely,

Erica Foley

Australia



[redacted]

From: [redacted]
Sent: Friday, 22 January 2016 11:46 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

_____



[redacted]

From: Lyn Lawrance [redacted]
Sent: Friday, 22 January 2016 11:46 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

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,

Lyn Lawrance

Sydney NSW 2220, Australia



[redacted]

From: Ross Proctor [redacted]
Sent: Thursday, 21 January 2016 3:47 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

2. There has been no genuine consultation with the community or transparency around this project.

3. Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems. This is disguised code for imposition of

the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

4. A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

5. The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

6. The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.

7. The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

8. Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.

9. Compulsory acquisitions going ahead before this EIS was lodged, let alone any Planning approval granted.

10. There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

11. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

12. The EIS ignores the work of independent traffic and planning experts who have presented evidence based arguments that WestConnex won't meet its time-saving or congestion goals

13. No details have been released on the route of the M4/M5 and how it will affect suburbs - e.g there is no information about where mid point tunnelling would take place, nor where smoke stacks will be required for the tunnels between St Peters and Camperdown.

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15. The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, such as the endangered Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.

16. Residents along the route being subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.

17. The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

18. The absolute corruption of the planning processes surrounding this project and WestConnex as a whole, which has seen key parts of the business case withheld from public scrutiny; homes and businesses acquired,

contracts let, and construction works taking place before any planning approvals are granted; and community consultation taking place only after detailed plans have been drawn up, so the general public has little to no input.

19. The cost of WestConnex has rapidly escalated by 70% to $17 billion. All indications are that this will become $20 billion minimum when local road remediations are added on.

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

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

Yours sincerely,

Ross Proctor

Dulwich Hill NSW 2203, Australia



[redacted]

From: Warren O'Brien [redacted]
Sent: Thursday, 21 January 2016 3:09 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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2. There has been no genuine consultation with the community or transparency around this project.

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

Yours sincerely,

Warren Lockie

St Peters NSW 2044, Australia



[redacted]

From: [redacted]
Sent: Thursday, 21 January 2016 3:08 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

Yours sincerely,

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Friday, 22 January 2016 7:24 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the

impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

[redacted]

[redacted]

From: Cori Pignatelli [redacted]
Sent: Friday, 22 January 2016 7:24 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

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,

Cori Pignatelli

Sydney NSW 2049, Australia



[redacted]

From: Bronwyn Dowdall [redacted]
Sent: Friday, 22 January 2016 7:13 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the

impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

Yours sincerely,

Bronwyn Dowdall

Dulwich Hill NSW 2203, Australia



[redacted]

From: Frances English [redacted]
Sent: Friday, 22 January 2016 7:11 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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 am concerned that attempts to start construction on the M4 East is happening. I find that alarming considering approval has not been granted.

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

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

As a senior citizen on a restricted driving licence (and likely will need to hand in all together in 12 months) my independence will be eroded do to the lack of investment in public transport. It is public transport that enables people unable to drive to navigate through our city. You are taking our independence away with focussing on mainly road building.

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the destruction of the Cooks River Clay Plain Scrub Forest - which will be replaced by a transparent noise wall that enables 'a nice view of the golf course for the driver'. What a sham.

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

I strongly object to childrens sports fields not included in the EIS assessment on Social Impacts and Air quality. These sports fields are within 1 km of an unfiltered exhaust stack. Beverly Hills Park, Clempton Park Kingsgrove, and

Cahill Park Arncliffe. Collectively over a weekend thousands of children are exposed to strenuous exercise breathing concentrated toxins from a chimney stack. This is a breach of duty of care by NSW Government and WestConnex.

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Clay Scrub at Beverly Hills.

Just yesterday on ABC radio, the discussion was on the difficulty of treating Hospital Super Bugs. The GGBF is one of two Australian frog species that scientists are researching skin secretions as a possible weapon to combat Staph. Wiping out one species is an impact on Australian patients.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

I strongly object to the fact that AECOM who have a record of failed traffic modelling has been paid $13 million of taxpayer money to complete this EIS, despite the fact that it has been awarded other WestConnex contracts that depend on the project going ahead. This is an unacceptable conflict of interest. The public cannot trust that this EIS

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

Yours sincerely,

Frances English

Sydney NSW 2135, Australia



[redacted]

[redacted]

From: Janette Castle [redacted]
Sent: Friday, 22 January 2016 7:07 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the

impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

Yours sincerely,

Janette Castle

Sydney NSW 2208, Australia



[redacted]

From: Sarah Thornborough [redacted]
Sent: Friday, 22 January 2016 6:52 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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

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

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

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

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

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

Yours sincerely,

Sarah Thornborough

Sydney NSW 2045, Australia



[redacted]

From: Sharyn Wise [redacted]
Sent: Friday, 22 January 2016 6:36 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the

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I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

I also strongly object to the quality of the Roads minister foisted upon us. The individual in this important role has demonstrated a total disregard for basic civility, let alone democratic free speech and informed public debate. His capacity to select and promote projects that are in the public interest should be regarded as highly suspect, particularly given the Auditor General's assessment of the Albert 'Tibby' Cotter bridge. In any other organization he would be removed, not entrusted with a larger and vastly more impactful infrastructure project. It is not surprising that the quality of this EIS is so very poor given the lack of competent leadership from government.

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

Yours sincerely,

Sharyn Wise

Sydney NSW 2043, Australia



[redacted]

From: Shirley Hamilton [redacted]
Sent: Friday, 22 January 2016 6:25 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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

Yours sincerely,

Shirley Hamilton

Sydney NSW 2044, Australia



[redacted]

From: STEVEN MILES [redacted]
Sent: Friday, 22 January 2016 6:25 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

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,

STEVEN MILES

Sydney NSW 2043, Australia



[redacted]

From: JJM DeBattista [redacted]
Sent: Friday, 22 January 2016 6:20 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

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,

JJM DeBattista

_____



[redacted]

From: Alex Sinclair [redacted]>
Sent: Friday, 22 January 2016 5:24 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

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,

Alex Sinclair

Sydney NSW 2049, Australia



[redacted]

From: Danielle Newman [redacted]
Sent: Friday, 22 January 2016 5:15 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

I wish to register my strong objection to the WestConnex New M5 proposals. As an Alexandria resident I know that this is not what Alexandria or the inner west needs or wants. If Westconnex goes ahead I will hold you personally responsible for destroying our beautiful suburb.

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

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

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

There is no reversing the damage this Westconnex will cause.

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

This is the simple solution.

Don't be idiots

Stop this WESTCONNEX now

PLEASE

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

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

I strongly object to the unacceptable impact the project's construction will have on local residents, businesses and schools. Across the route of this project, people face years of having their streets turned into car parks for construction workers; 24/7 construction noise, vibration, and heavy truck movements; exposure to asbestos, construction dust, and toxic materials; and more.

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

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

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

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

Yours sincerely,

Danielle Newman

Sydney NSW 2015, Australia



[redacted]

From: Laura Lee [redacted]
Sent: Friday, 22 January 2016 4:52 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

Yours sincerely,

Laura Lee



[redacted]

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

Categories: Follow-up, Assessment Panel

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,

linda cowan

Sydney NSW 2042, Australia



[redacted]

From: Anthony McCosker [redacted]
Sent: Friday, 22 January 2016 4:30 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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Anthony McCosker

Sydney NSW 2043, Australia



[redacted]

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Sent: Friday, 22 January 2016 4:16 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Categories: Follow-up, Assessment Panel

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

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

I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the

impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

I strongly object to the destruction of endangered flora and fauna for this project, including the Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills. Saving these species in particular was a condition of the previous M5 motorway; destroying them now makes a mockery of these legal protections. I also object to the unprofessional analysis of the threat posed by the New M5 to these species and to biodiversity in general, as this section of the EIS attempts to downplay the significance of the flora and fauna threatened by this project and the impact of this project on biodiversity overall.

I strongly object to the permanent destruction of public parks for this project, including parts of Sydney Park and the M5 Linear Park, along with thousands of mature trees along the route.

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

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

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

I strongly object to the complete failure to consult with local businesses across the route, many of which would be destroyed by the traffic and/or construction impacts of this project.

I strongly object to WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs. More toxic asbestos is expected to be dug up and transported from various sites along the New M5 for this project, and the numerous breaches of basic health and safety procedures observed by residents in St Peters, Granville and Erskine Park in this regard have not been properly assessed in this EIS.

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

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

Yours sincerely,

kristen wong

Sydney NSW 2204, Australia



[redacted]

From: Keenan Motto [redacted]
Sent: Thursday, 21 January 2016 7:36 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

2. There has been no genuine consultation with the community or transparency around this project.

3. Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems. This is disguised code for imposition of

the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

4. A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

5. The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

6. The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.

7. The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

8. Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.

9. Compulsory acquisitions going ahead before this EIS was lodged, let alone any Planning approval granted.

10. There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

11. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

12. The EIS ignores the work of independent traffic and planning experts who have presented evidence based arguments that WestConnex won't meet its time-saving or congestion goals

13. No details have been released on the route of the M4/M5 and how it will affect suburbs - e.g there is no information about where mid point tunnelling would take place, nor where smoke stacks will be required for the tunnels between St Peters and Camperdown.

14. The EIS relies for its justification of its tollway on the M4-M5, Sydney Gateway and Southern Extension tollways, for which there are no details or designs available.

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16. Residents along the route being subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.

17. The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

18. The absolute corruption of the planning processes surrounding this project and WestConnex as a whole, which has seen key parts of the business case withheld from public scrutiny; homes and businesses acquired,

contracts let, and construction works taking place before any planning approvals are granted; and community consultation taking place only after detailed plans have been drawn up, so the general public has little to no input.

19. The cost of WestConnex has rapidly escalated by 70% to $17 billion. All indications are that this will become $20 billion minimum when local road remediations are added on.

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

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

Yours sincerely,

Keenan Motto

Sydney NSW 2044, Australia



[redacted]

From: Robyn Smith [redacted]
Sent: Thursday, 21 January 2016 7:36 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

2. There has been no genuine consultation with the community or transparency around this project.

3. Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems. This is disguised code for imposition of

the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

4. A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

5. The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

6. The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.

7. The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

8. Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.

9. Compulsory acquisitions going ahead before this EIS was lodged, let alone any Planning approval granted.

10. There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

11. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

12. The EIS ignores the work of independent traffic and planning experts who have presented evidence based arguments that WestConnex won't meet its time-saving or congestion goals

13. No details have been released on the route of the M4/M5 and how it will affect suburbs - e.g there is no information about where mid point tunnelling would take place, nor where smoke stacks will be required for the tunnels between St Peters and Camperdown.

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18. The absolute corruption of the planning processes surrounding this project and WestConnex as a whole, which has seen key parts of the business case withheld from public scrutiny; homes and businesses acquired,

contracts let, and construction works taking place before any planning approvals are granted; and community consultation taking place only after detailed plans have been drawn up, so the general public has little to no input.

19. The cost of WestConnex has rapidly escalated by 70% to $17 billion. All indications are that this will become $20 billion minimum when local road remediations are added on.

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

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

Yours sincerely,

Robyn Smith

Sydney NSW 2031, Australia

[redacted]

From: Sue Abbott [redacted]
Sent: Thursday, 21 January 2016 7:36 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

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

Yours sincerely,

Sue Abbott

Sydney NSW 2042, Australia



[redacted]

From: [redacted]
Sent: Thursday, 21 January 2016 7:29 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

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3. Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems. This is disguised code for imposition of

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

_____

[redacted]

[redacted]

From: Kitty Farrell <[redacted]>
Sent: Thursday, 21 January 2016 7:25 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

Before going on with the proforma email, I want to add a personal note. Sydney Park was where I had my wedding. It was a relatively low cost venue and it was in a beautiful area. If thousands more cars were going past it, and closer, it would have ruined the day. And just like my wedding, Sydney Park is a piece of paradise in the middle of the city. Due to my working full time and a lack of car, I can't take my kids out for bushwalks. Sydney Park brings the bush to them. Why destroy it? Why don't Inner City kids deserve a bit of bush to play in, too?

I have read and wholeheartedly believe the below statements when they say they will do only harm, not only to Inner Sydney, but to Greater Sydney.

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

Yours sincerely,

Kitty Farrell

Dulwich Hill NSW 2203, Australia

[redacted]

[redacted]

From: Monica Lawrie [redacted]
Sent: Thursday, 21 January 2016 7:21 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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Yours sincerely,

Monica Lawrie

Sydney NSW 2204, Australia

[redacted]

From: Victora Bowen [redacted]
Sent: Thursday, 21 January 2016 7:18 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

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,

Victora Bowen

Sydney NSW 2193, Australia



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From: [redacted]
Sent: Thursday, 21 January 2016 7:03 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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_____



[redacted]

From: Keith Dunkin [redacted]>
Sent: Thursday, 21 January 2016 6:55 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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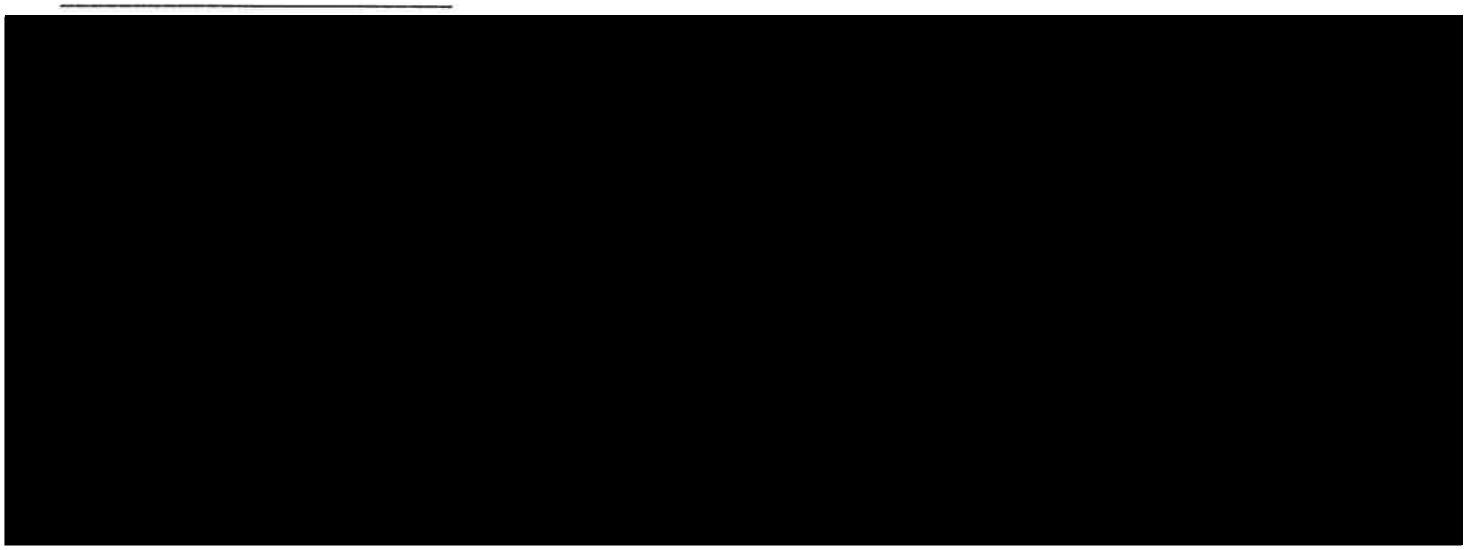
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Yours sincerely,

Keith Dunkin

Sydney NSW 2131, Australia



[redacted]

From: Felicity Freckmann [redacted]>
Sent: Thursday, 21 January 2016 6:50 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

Yours sincerely,

Felicity Freckmann

Sydney NSW 2048, Australia



[redacted]

From: Zoe Read [redacted]
Sent: Thursday, 21 January 2016 6:49 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

2. There has been no genuine consultation with the community or transparency around this project.

3. Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems. This is disguised code for imposition of

the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

4. A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

5. The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

6. The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.

7. The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

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9. Compulsory acquisitions going ahead before this EIS was lodged, let alone any Planning approval granted.

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11. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

12. The EIS ignores the work of independent traffic and planning experts who have presented evidence based arguments that WestConnex won't meet its time-saving or congestion goals

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

Yours sincerely,

Zoe Read

Sydney NSW 2204, Australia



[redacted]

From: [redacted]>
Sent: Thursday, 21 January 2016 6:38 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

As a NSW citizen and someone who regularly visits Sydney I strongly oppose this road and any public money being spent on it. Sydney does not need more cars on roads. Freeways take cars off roads, until the off ramp, at which point local roads need to become arterial and the whole system must scale up, this doesn't work in inner city areas. Please stop spending money on this road. Today.

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

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

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

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

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic,

and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

2. There has been no genuine consultation with the community or transparency around this project.

3. Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

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

_____



[redacted]

From: matthew Anderson [redacted]
Sent: Thursday, 21 January 2016 6:38 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

Yours sincerely,

matthew Anderson

Sydney NSW 2049, Australia

[redacted]

[redacted]

From: Evie Thompson [redacted]
Sent: Thursday, 21 January 2016 6:35 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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Yours sincerely,

Evie Thompson

Sydney NSW 2044, Australia

[redacted]

[redacted]

From: Bowani Raffan [redacted]
Sent: Thursday, 21 January 2016 6:14 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

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,

Bowani Raffan

Sydney NSW 2204, Australia



[redacted]

From: Janet Dandy-Ward [redacted]
Sent: Thursday, 21 January 2016 5:41 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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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.

In regards to the WestConnex New M5 and this EIS, I also object to the 20 items below, if I had more time I'm sure I could find more but the fact is that this process has come at an extremely busy time for me;

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

2. There has been no genuine consultation with the community or transparency around this project.

3. Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

4. A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

5. The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

6. The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.

7. The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

8. Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.

9. Compulsory acquisitions going ahead before this EIS was lodged, let alone any Planning approval granted. PAN notices have been issued before the submission date for the EIS has even closed!

10. There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

11. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

12. The EIS ignores the work of independent traffic and planning experts who have presented evidence based arguments that WestConnex won't meet its time-saving or congestion goals

13. No details have been released on the route of the M4/M5 and how it will affect suburbs - e.g there is no information about where mid point tunnelling would take place, nor where smoke stacks will be required for the tunnels between St Peters and Camperdown.

14. The EIS relies for its justification of its tollway on the M4-M5, Sydney Gateway and Southern Extension tollways, for which there are no details or designs available.

15. The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, such as the endangered Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.

16. Residents along the route being subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.

17. The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

18. The absolute corruption of the planning processes surrounding this project and WestConnex as a whole, which has seen key parts of the business case withheld from public scrutiny; homes and businesses acquired, contracts let, and construction works taking place before any planning approvals are granted; and community consultation taking place only after detailed plans have been drawn up, so the general public has little to no input.

19. The cost of WestConnex has rapidly escalated by 70% to $17 billion. All indications are that this will become $20 billion minimum when local road remediations are added on.

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

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.

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

I sense that you will be receiving a number of submissions and you should know that just like the EIS process for the M4 East, many people in the community are angry about this process as this is our only course of address I would hope that the process be correctly followed but it seems it is not. I would like to know how the planning department is going to handle this anger and frustration?

Yours sincerely,

Janet Dandy-Ward

Sydney NSW 2044, Australia

[redacted]

From: Stephanie O'Connell [redacted]
Sent: Thursday, 21 January 2016 5:29 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

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

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

Yours sincerely,

stephanie oconnell

Sydney NSW 2015, Australia



[redacted]

From: Richard Farmer [redacted]
Sent: Thursday, 21 January 2016 5:11 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

2. There has been no genuine consultation with the community or transparency around this project.

3. Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems. This is disguised code for imposition of

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10. There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

11. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

12. The EIS ignores the work of independent traffic and planning experts who have presented evidence based arguments that WestConnex won't meet its time-saving or congestion goals

13. No details have been released on the route of the M4/M5 and how it will affect suburbs - e.g there is no information about where mid point tunnelling would take place, nor where smoke stacks will be required for the tunnels between St Peters and Camperdown.

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15. The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, such as the endangered Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.

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18. The absolute corruption of the planning processes surrounding this project and WestConnex as a whole, which has seen key parts of the business case withheld from public scrutiny; homes and businesses acquired,

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19. The cost of WestConnex has rapidly escalated by 70% to $17 billion. All indications are that this will become $20 billion minimum when local road remediations are added on.

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

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

Yours sincerely,

Richard Farmer

Perth WA 6027, Australia



[redacted]

From: Sasha Stubbs [redacted]>
Sent: Thursday, 21 January 2016 5:02 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

2. There has been no genuine consultation with the community or transparency around this project.

3. Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems. This is disguised code for imposition of

the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

4. A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

5. The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

6. The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.

7. The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

8. Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.

9. Compulsory acquisitions going ahead before this EIS was lodged, let alone any Planning approval granted.

10. There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

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19. The cost of WestConnex has rapidly escalated by 70% to $17 billion. All indications are that this will become $20 billion minimum when local road remediations are added on.

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

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

Yours sincerely,

Sasha Stubbs

Sydney NSW 2042, Australia



[redacted]

From: lauren taylor [redacted]
Sent: Thursday, 21 January 2016 4:59 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

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9. Compulsory acquisitions going ahead before this EIS was lodged, let alone any Planning approval granted.

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

Yours sincerely,

lauren taylor

Sydney NSW 2759, Australia

[redacted]

From: Alex Williams [redacted]
Sent: Thursday, 21 January 2016 4:32 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

Money allocated for this project should be redirect to urban rail projects.

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

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

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

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

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

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8. Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.

9. Compulsory acquisitions going ahead before this EIS was lodged, let alone any Planning approval granted.

10. There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

11. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

12. The EIS ignores the work of independent traffic and planning experts who have presented evidence based arguments that WestConnex won't meet its time-saving or congestion goals

13. No details have been released on the route of the M4/M5 and how it will affect suburbs - e.g there is no information about where mid point tunnelling would take place, nor where smoke stacks will be required for the tunnels between St Peters and Camperdown.

14. The EIS relies for its justification of its tollway on the M4-M5, Sydney Gateway and Southern Extension tollways, for which there are no details or designs available.

15. The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, such as the endangered Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.

16. Residents along the route being subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.

17. The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

18. The absolute corruption of the planning processes surrounding this project and WestConnex as a whole, which has seen key parts of the business case withheld from public scrutiny; homes and businesses acquired, contracts let, and construction works taking place before any planning approvals are granted; and community consultation taking place only after detailed plans have been drawn up, so the general public has little to no input.

19. The cost of WestConnex has rapidly escalated by 70% to $17 billion. All indications are that this will become $20 billion minimum when local road remediations are added on.

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

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

Yours sincerely,

Alex Williams

Lawson NSW 2783, Australia



[redacted]

From: linda cowan [redacted]
Sent: Thursday, 21 January 2016 4:19 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

In the first instance I wish to strongly protest about the removal of the long established paper bark trees on Euston road, and trees on Campbell street, which are being removed to enable the construction of the new M5. Also the proposed commissioning of part of the southern end of Sydney Park, to be used as a construction site.

The Government says it will 'replant' and 'regenerate' trees and park land, however, these trees will be gone forever and their replacements will take decades to establish to the same degree. The Government should be listening and taking note of their Federal counterparts, especially Minister Hunt, who is calling for a 'canopy' of trees for more sustainable cities. Removing well established trees is counter to this policy and should be stopped immediately.

With regard to the WestConnex project in general, Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. Air pollution and traffic congestion will increase, 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.

There has been no genuine consultation with either the community or businesses, borne out by the fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition.

Several NSW Departments, including yours, may be under pressure to approve this project.However, there is an obligation to the public to account for the potential social, health and economic costs of spending $16.8 billion on WestConnex when there is no evidence that it will provide a solution to Sydney's transport needs.

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

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

2. There has been no genuine consultation with the community or transparency around this project.

3. Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

4. A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

5. The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

6. The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.

7. The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

8. Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.

9. Compulsory acquisitions going ahead before this EIS was lodged, let alone any Planning approval granted.

10. There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

11. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

12. The EIS ignores the work of independent traffic and planning experts who have presented evidence based arguments that WestConnex won't meet its time-saving or congestion goals

13. No details have been released on the route of the M4/M5 and how it will affect suburbs - e.g there is no information about where mid point tunnelling would take place, nor where smoke stacks will be required for the tunnels between St Peters and Camperdown.

14. The EIS relies for its justification of its tollway on the M4-M5, Sydney Gateway and Southern Extension tollways, for which there are no details or designs available.

15. The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, such as the endangered Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.

16. Residents along the route being subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.

17. The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

18. The absolute corruption of the planning processes surrounding this project and WestConnex as a whole, which has seen key parts of the business case withheld from public scrutiny; homes and businesses acquired, contracts let, and construction works taking place before any planning approvals are granted; and community consultation taking place only after detailed plans have been drawn up, so the general public has little to no input.

19. The cost of WestConnex has rapidly escalated by 70% to $17 billion. All indications are that this will become $20 billion minimum when local road remediations are added on.

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

Yours sincerely,

linda cowan

Sydney NSW 2042, Australia



[redacted]

From: maureen Dyer [redacted]
Sent: Thursday, 21 January 2016 3:51 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

1. WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

2. There has been no genuine consultation with the community or transparency around this project.

3. Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems. This is disguised code for imposition of

the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

4. A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.

5. The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.

6. The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.

7. The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.

8. Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.

9. Compulsory acquisitions going ahead before this EIS was lodged, let alone any Planning approval granted.

10. There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.

11. The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3 PLUS the Sydney Gateway PLUS the southern extension, but no plans have been released for any aspects of the tollways, leaving communities in the dark wondering what shocks can be expected further down the track.

12. The EIS ignores the work of independent traffic and planning experts who have presented evidence based arguments that WestConnex won't meet its time-saving or congestion goals

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14. The EIS relies for its justification of its tollway on the M4-M5, Sydney Gateway and Southern Extension tollways, for which there are no details or designs available.

15. The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, such as the endangered Green and Golden Bell Frog colony at Arncliffe and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.

16. Residents along the route being subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.

17. The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

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contracts let, and construction works taking place before any planning approvals are granted; and community consultation taking place only after detailed plans have been drawn up, so the general public has little to no input.

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

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

Yours sincerely,

maureen Dyer

Wollongong NSW 2530, Australia



[redacted]

From: Scott Nichols [redacted]
Sent: Thursday, 21 January 2016 3:49 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: Submission to SSI 14_6788 WestConnex New M5

Categories: Follow-up, Assessment Panel

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 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 our without WestConnex.

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

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

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

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

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

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

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

I strongly object to 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 Janaury 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 that does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in greenhouse gas emissions.

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

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

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

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

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

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,

Scott Nichols

[redacted]