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[REDACTED]

[REDACTED]

Name: Muna Zarka

[REDACTED]

[REDACTED]

ALEXANDRIA, NSW
1435

Content:
Please see the attached document.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

18th January 2016

Director, Infrastructure Projects Planning Services
NSW Department of Planning and Environment SSI 14_6788
GPO Box 39
Sydney NSW 2001

Dear Director

Re: Application Number SSI 14 6788

I am the resident/owner of 1/125 Euston Rd, Alexandria. We are ground floor residential on footpath level. Our three bedroom windows are at street level. The proposed road will be 1.8 metres from our bedroom windows.

I strongly object to Westconnex plans.

Please refer to New M5 EIS_Vol2B_App G_Traffic and Transport Table 104 and 105. On Table 104 it states that Average Daily Traffic in 2021 with project on Euston Rd to be 43,960. On Table 105 it states that Average Daily Traffic in 2031 with project on Euston Rd to be 51,500.

Please refer to the Sydney Development Control Plan 2012 Section 4.2.5.3 point (3). Point (3) states where a development fronts roads with more that 40,000 vehicles per day, non-residential uses are required on the ground floor and first floor.

Our building is residential and the ground floor and first floor are NOT non-residential therefore Westconnex plans contravenes the Sydney DCP 2012 Section 4.2.5.3.

Yours sincerely
Muna Zarka

██████████, Alexandria NSW 2015
██████████
██████████

From: [REDACTED]
Sent: Monday, 18 January 2016 1:07 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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]

[REDACTED]

[REDACTED]

From: Lindsay McIntyre [REDACTED]
Sent: Monday, 18 January 2016 1:00 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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

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

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

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

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

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

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

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

I would like the following issues in the EIS addressed:

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

Yours sincerely,

Lindsay McIntyre

[REDACTED]

[REDACTED]

[REDACTED]

From: Jo Rosenberg [REDACTED]
Sent: Monday, 18 January 2016 12:11 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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

Firstly, as a resident of Alexandria I am greatly concerned how the Westconnex will impact on the lives of myself, husband and two young children. I fear that the charm of Alexandria, St Peters and Erskineville will be lost with the major increase of cars to the area, the widening of roads along Euston Road and the encroachment upon Sydney Park.

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

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

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

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

Yours sincerely,

Jo Rosenberg

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Layal El-jamal [REDACTED]
Sent: Monday, 18 January 2016 10:46 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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

As well as the lack of consultation and transparency - I reside on the corner of Crown Street and Barwon Park Road and have not been advised what this means for me and my family, When I inquire with the Westconnex pop up stand I'm told they are not sure and I need to phone the help line. HOW CAN A 17 BILLION DOLLAR PROJECT NOT HAVE ANSWERS ???? Simply unacceptable!

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

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

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

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

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

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

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

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- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Layal El-jamal

Sydney NSW 2044, Australia

[Redacted signature block]

[Redacted contact information block]



From: Michael Hillier [REDACTED]
Sent: Monday, 18 January 2016 10:26 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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

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

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

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

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

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

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

I would like the following issues in the EIS addressed:

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

Yours sincerely,

Michael Hillier

Sydney NSW 2044, Australia

[Redacted signature block]

[Redacted block]

[Redacted block]

From: B Osborne [REDACTED]
Sent: Monday, 18 January 2016 10:05 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

As a long-time resident of Alexandria, I object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

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

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

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

Yours sincerely,

B Osborne

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Penny Ryan [REDACTED]
Sent: Monday, 18 January 2016 3:19 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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

I cannot understand the lack of investment in public transport rather than in roads - all the experience internationally and here is that these roads do not ultimately save time as they quickly fill up. They pollute and send a wrong message at a point in time when we need to be decreasing emissions and promoting public transport.

I am particularly concerned about the long term cost to taxpayers of these roads, where time and again losses are not borne by private developers but by us. And most of all I am concerned that people will avoid the toll ways and move out into surrounding roads which cannot sustain the traffic levels. I already live in extremely polluted area under the flightpath and do not want to have more fumes and traffic to contend with.

Why have the people that are impacted by the decision not been listened to? Why is freight now increasingly carried by trucks not rail? I live in an area with good public transport - why can't those in western Sydney similarly have good fast and regular transport instead of roads that will not save them more time (despite the rhetoric) and will cost them (and us) dearly?

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,
Penny Ryan
Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Giulia Polito [REDACTED]
Sent: Monday, 18 January 2016 3:18 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Giulia Polito

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 3:16 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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 signature block]

[REDACTED]

[REDACTED]

From: Soma Sutton [REDACTED]
Sent: Monday, 18 January 2016 3:16 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Soma Sutton

Sydney NSW 2024, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Sally Hardy [REDACTED]
Sent: Monday, 18 January 2016 3:16 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

I wish to register my very very 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 pollute the environment and m.

WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. The EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem and show the government is not reading it's own reports.

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 and just seems to push the agenda of big business and the motor lobbists to the detriment of Public Transport and other forms of transport eg: bicycles.

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

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters & Haberfield heritage area and on the families affected and the close-knit community that will be fractured as a result is merely briefly described

and not assessed. I am not aware that any of the affected homeowners were surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint
- Residents affected by compulsory acquisitions are being offered below-market prices for their homes and businesses, and the distress and trauma this has caused has not been taken into account,
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order justify risking one of two surviving colonies of these frogs in Sydney.
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- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA.

There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.

- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Sally Hardy

Sydney NSW 2040, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Zahn Pithers [REDACTED]
Sent: Monday, 18 January 2016 3:16 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Zahn Pithers

Sydney NSW 2050, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Mark Gregory [REDACTED]
Sent: Monday, 18 January 2016 3:15 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).

The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint – Community not Concrete please

Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.

The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.

The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.

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

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

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

The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.

I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.

The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.

Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Mark Gregory

Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Kimberley Rose [REDACTED]
Sent: Monday, 18 January 2016 3:14 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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

I do not support the project for the well-explained reasons set out below. I have two small children and I want them to grow up in a city where cars are NOT king, where public transport is frequent accessible and affordable and the MAIN form of transit around the city, and for the NSW government to find innovative solutions to problems such as traffic congestion. I do not consider that this project will improve congestion, and in fact will only make it worse and will increase pollution and traffic numbers.

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).

- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint
- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Kimberley Rose

Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: rosa torrisi [REDACTED]
Sent: Monday, 18 January 2016 3:13 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
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- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

rosa torrisi

Sydney NSW 2045, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 3:13 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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.

Sydney park is a significant community space that my family and hundreds of others use regularly, it defies logic that this resource for getting children active will be robbed to make space for more roads (passive transport). Make a better plan.

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware

of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint
- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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]

[REDACTED]

From: kane koster [REDACTED]
Sent: Monday, 18 January 2016 3:12 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

kane koster

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Garrett Bithell [REDACTED]
Sent: Monday, 18 January 2016 3:11 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

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- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Garrett Bithell

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 3:11 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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]

[REDACTED]

From: John Newton [REDACTED]
Sent: Monday, 18 January 2016 3:11 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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

of such solutions could reduce traffic congestion more effectively than WestConnex.

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- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

John Newton

Forest Lodge NSW 2037, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: John Zucco [REDACTED]
Sent: Monday, 18 January 2016 3:10 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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.

Westconnex is a massive white elephant and a gross waste of the public's money.

If this project goes ahead I expect it to blow out cost wise by several more billions of dollars.

Give us a better world class public transport system.

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint
- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order justify risking one of two surviving colonies of these frogs in Sydney.
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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,

John Zucco

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Ada Reinthal [REDACTED]
Sent: Monday, 18 January 2016 3:10 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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 order to create a Sydney with infrastructure that is of international standards the funding for this project needs to be invested in public transport, not toll roads.

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

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

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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,

Ada Reinthal

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Rick Williams [REDACTED]
Sent: Monday, 18 January 2016 3:10 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

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Yours sincerely,

Rick Williams

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Christine A [REDACTED]
Sent: Monday, 18 January 2016 3:09 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Christine A

Sydney NSW 2168, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Cameron Coombs [REDACTED]
Sent: Monday, 18 January 2016 3:09 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
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- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Cameron Coombs

Sydney NSW 2048, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: cecile busby [REDACTED]
Sent: Monday, 18 January 2016 3:08 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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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,

cecile busby

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Margaret White [REDACTED]
Sent: Monday, 18 January 2016 3:07 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

As a resident affected by this proposal, I wish to register my strong objection to the WestConnex New M5 proposal.

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

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

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

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
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- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Margaret White

Sydney NSW 2040, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Jen Barnett [REDACTED]
Sent: Monday, 18 January 2016 3:07 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

Please register my absolute rejection of this unworkable and unwanted roadway. It is not only bad for the community of the inner west but against the interest of a forward thinking city. PUBLIC TRANSPORT IS THE ONLY WAY FORWARD.

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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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint
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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,

Jen Barnett

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Siobhan O'Loughlin [REDACTED]
Sent: Monday, 18 January 2016 3:07 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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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,

Siobhan O'Loughlin

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 3:06 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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[REDACTED]

[REDACTED]

[REDACTED]

From: Jordan Hardy [REDACTED]
Sent: Monday, 18 January 2016 3:06 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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,

Jordan Hardy

Marrickville NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Max Gatti [REDACTED]
Sent: Monday, 18 January 2016 3:05 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Max Gatti

Sydney NSW 2040, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Henri Francois [REDACTED]
Sent: Monday, 18 January 2016 3:05 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
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- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Henri Francois

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 3:04 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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.

Firstly, i strongly object to the announcement that more of Sydney park will be utilised (Barwon Park rd/Campbell Rd). But just as importantly.....

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

The 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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
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of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint
- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
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- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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]

[REDACTED]

From: Anil Chatterjee [REDACTED]
Sent: Monday, 18 January 2016 3:04 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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.

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

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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

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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]

[REDACTED]

From: Allison La Spina [REDACTED]
Sent: Monday, 18 January 2016 3:04 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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.

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

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

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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,

Allison La Spina

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Michelle Bloom [REDACTED]
Sent: Monday, 18 January 2016 3:03 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
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- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Michelle Bloom

Sydney NSW 2050, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Oded Yacobi [REDACTED]
Sent: Monday, 18 January 2016 3:03 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
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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,

Oded Yacobi

Sydney NSW 2050, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Deborah Degeling [REDACTED]
Sent: Monday, 18 January 2016 1:25 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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

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

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

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

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

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

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

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

I would like the following issues in the EIS addressed:

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

Yours sincerely,

Deborah Degeling

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Marcus Sandmann [REDACTED]
Sent: Monday, 18 January 2016 1:51 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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

The WestConnex will not solve Sydney's traffic issues; the Environmental Impact Statement itself demonstrates, that even with construction of the full project, travel times in our community will only improve by as little as 30 seconds whilst, in other areas, traffic on suburban streets will increase by almost as much as 50%. The impact on roads such as Euston Rd, which already suffers unmanageable traffic volumes coming into Alexandria, does not consider the the distribution and flow of further significant traffic increase into this area, having a detrimental impact on residents and the community.

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

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

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

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

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

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

I would like the following issues in the EIS addressed:

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

Yours sincerely,

Marcus Sandmann

Sydney NSW 2015, Australia

[Redacted signature block]

[Redacted contact information block]

[Redacted block]

From: Marilyn Hoey [REDACTED]
Sent: Monday, 18 January 2016 3:05 PM
To: DPE CSE Information Planning Mailbox
Subject: A public submission re the WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Marilyn Hoey

Sydney NSW 2049, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 3:20 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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]

[REDACTED]

From: claudia tessadri [REDACTED]
Sent: Monday, 18 January 2016 3:20 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

claudia tessadri

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Basil Mourtos

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
SUBMISSION TO M5 EIS

Name Basil Mourtos
Full address 355 Belmont Street Alexandria NSW 2015

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

1

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

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

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

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

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

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

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

This project will only degrade my area and reduce our quality of life. Effective public transport is the best solution to moving people around rather than encouraging more cars on proposed expensive tolled roads.

Yours Truly,

Basil Mourtos

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

Content:

Submission to DP & E Project Number: SSI 14 6788 WestConnex M5

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

Lack of Transparency and Accountability

1. The taxpayer-funded cost of construction has escalated from \$10bn to \$16.8bn, and the project's viability is highly questionable.
2. A taxpayer-funded project costing \$16.8bn should be transparent. Redactions were so prevalent in the business case that was finally released by the government, that independent analysts could not effectively interpret it.
3. WestConnex is now a private company that is not required to publish contracts that rely on taxpayer funding - this is unaccountable government at its worst. The fact that the NSW Minister for Roads, Maritime and Freight and the NSW Treasurer hold shares in this corporation is a conflict of interest, given that their role as public officers should be to ensure that public funds and public/private projects are placed under the highest scrutiny.
4. Billions of dollars in construction contracts have been entered into before the lodgment of the EIS and the previous M4 East EIS were placed on public exhibition, or Development Consent was given. This undermines community confidence that this is a genuine consultation process.
5. AECOM was paid \$13m for its work on the EIS, and also to prepare the original New M5 proposal - this is a clear conflict of interest and demonstrates an unacceptable lack of independence.
6. WestConnex will not release the full assumptions on which it is based to Councils or independent experts so that these predictions can be verified.

Flawed Business Case

7. The EIS relies for its justification on a connection to the Airport - for which there is no detail or design available.
8. Tolls of at least \$6 each way on the new WestConnex M5 motorway will discourage drivers from using it and lead to local roads becoming more congested.
9. WestConnex will not solve Sydney's traffic issues; the Environmental Impact Statement itself demonstrates, that even with construction of the full project, travel times in our community will only improve by as little as 30 seconds whilst, in other areas, traffic on suburban streets will increase by almost as much as 50%.
10. The EIS shows that this project will severely hamper bus services, increasing travel time by over 20% in some instances. For those people who lessen the overall traffic burden by utilising public transport, this project is a major concern.

No Real Evaluation of Alternatives

11. I support a major injection of funds into public transport for the Western suburbs rather than a legacy of unsustainable roads and unaffordable tolls. If \$16.8bn were to be spent on public transport and effective road management, then WestConnex would

not be necessary.

12. There is no apparent assessment of the environmental costs and benefits of the New M5 proposal relative to the alternatives, no adequate appraisal of whether the proposal is in the public interest, and the EIS provides no evidence about why alternatives will not work. Unsubstantiated claims such as the below are made without adequate reference, and fail to articulate what analysis frameworks were used (such as what improvements to existing public transport infrastructure were factored in):

"Public transport is best suited to serving concentrated, high volume flows of people to and from established centres. It is less suited to serving dispersed cross-city or local trips. Even with significant investment and high levels of patronage growth forecasts for Sydney's public transport network, 72 per cent of journeys in 2031 will be made on the road network each weekday by vehicle, equal to an additional 4.3 million new trips compared to current traffic movements (Infrastructure NSW, 2014)."

13. This section of the EIS does not, in-fact, show that public transport and freight rail options are not feasible alternatives to the new M5 toll project, and the summary statement admits: "Public and active transport options would be feasible alternatives to the project should the objectives of the WestConnex program of works be largely concerned with transporting people to and from centres." The argument for WestConnex hinges on the key customer markets identified for the project including: "highly dispersed and long distance passenger movements, as well as heavy and light freight and commercial services and businesses whose travel patterns are also highly dispersed and diverse in nature." This argument is highly flawed in that it does not posit a significant reduction of commuter traffic on existing roads given improved public transport and active transport options and therefore the increased capacity on the existing road infrastructure would support the transport of goods and services that are not accommodated by increased rail freight services. The claim that movements on this corridor are 'long distance' are also questionable given that the complete WestConnex project is 33 kms and many motorists will not use the entire toll road. Claiming that travel requirements are dispersed and diverse does not necessarily preclude the development of public transport and freight systems that can accommodate such requirements.

14. Before billions of taxpayer dollars are spent on the WestConnex project, and Sydney is left with a grim future of car-dependency, modeling must be done to compare the positive impact that could be achieved through increased public transport together with traffic management. This contemporary approach has been found to be a more successful alternative in other modern cities, than the continued and unsustainable injection of cars into urban areas with motorways.

The New M5 Will Contribute to Greenhouse Gas Emissions

15. I challenge the claim in the EIS, appendix U, that WestConnex will reduce greenhouse gas emissions because free-flowing traffic produces lower emissions than congested traffic. This claim has been discredited by reputable transport experts worldwide. It has been demonstrated that the construction of new roads creates what is known as an induced traffic effect, encouraging the use of cars and leading new carbon emissions. Furthermore, motor vehicles on a road will always produce greater emissions than the public transport alternatives in which the government should be investing.

16. I challenge the EIS claim that WestConnex will reduce greenhouse gas emissions in 2031 by 12% despite an increase in light traffic of 41% and truck traffic by 106%.

Devastating Impacts on Local Communities, Amenities and Traffic Congestion

17. The EIS does not take into account the impact of flow on traffic to areas in our community which fall outside the report's very limited area of study and does not consider the flow on impact of traffic emerging from the St Peters interchange into the suburbs of Mascot, Eastlakes, Kensington, Kingsford, Newtown, Erskineville, Alexandria, or the inner city. Table 8.2 'WRTM Screenline Analysis - AWT (2031)' in Appendix G shows traffic in the Inner West increasing by 36%, 43%, 103% and 62%.

18. The WestConnex M5 will pour up to 100,000 vehicles into the Inner West road network, adding to already costly and unhealthy road congestion. South King St in Newtown will be particularly affected with particularly onto South King Street in Newtown and will be unable to accommodate such a massive increase in traffic.

19. Drivers wishing to avoid excessive toll fees will use local streets as rat-runs, worsening local congestion problems.

20. It is not clear whether the EIS modeling for traffic congestion has accounted for massive proposed increases in the population of Inner Sydney.

21. WestConnex is refusing to release information about any InnerWest construction compounds that would be necessary were the M4/M5 ever to be built.

22. The EIS ignores the psychological impact of devastating St Peters.

23. The impact of the New M5 on the largest green space in the inner west, Sydney Park is critical - as well as losing a significant portion of this park, there will be tunnels, ramps, ventilation stacks and multi lane roads with fast moving traffic, right alongside the park. Many residents and visitors to this iconic area of Sydney will cut off from the park by the St Peters interchange and the widening of Euston Road to seven lanes between Sydney Park Road and Campbell Road. All park users and local residents will be subject to high levels of pollution and noise.

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

25. Despite a parliamentary committee chaired by Liberal MP Matt Kean having found the compulsory acquisition system to be "unfair and inadequate", the Government has forged ahead, acquiring a number of homes along the WestConnex route, with many more targeted for acquisition in the coming month. This blatant disregard for the equitable compensation of those affected is reprehensible and must be addressed before further acquisitions are made.

26. Tunnel construction has the potential to put at risk the structural integrity of hundreds of old, sandstock brick buildings within Inner West heritage conservation areas.

Noise Pollution

27. The EIS provides no noise assessment for any buildings above 2-storeys despite the fact that thousands of St Peters and Alexandria residents already live in apartment blocks and will be affected.

28. Health effects of the high levels of construction noise over a three year period have not been sufficiently assessed.

Air Pollution from the M5 Will Be Hazardous to our Health

29. Alexandria, Enmore and Newtown will suffer deteriorating air quality due to traffic congestion, exposing residents to PM2.5 fine particulate matter that is known to cause respiratory disease and lung cancer.

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

31. I object to the use of an air quality model that has not been used before in Australia and which cannot be verified by the NSW EPA. Under the new 'Clean Air Agreement' NSW has opted for air pollution standards below World Health Organisation guidelines. It is not acceptable for the NSW government to deliberately place the health of its citizens at risk. It is a known medical fact that fine particle pollution of the type that will be emitted by the tollway portals is a cause of lung cancer.
32. The results of air quality modelling for annual average PM2.5 in the WestConnex New M5 EIS, indicate that there will be an increase in the levels of this particle pollution at 63% of receptors along the proposed route.
33. Unfiltered ventilation exhaust stacks will be located less than 500 metres from homes, public schools, childcare centres, aged care facilities and hospitals in the west, south west and inner west suburbs on the Westconnex route. Vehicles that use diesel fuel are responsible for around 80 per cent of fine particle pollution from vehicles. According to a recent ABC health report, the high hazard zone for health is considered to be 150 metres either side of busy roads - particularly within 50 metres. And, depending on the number of vehicles on the road, the levels can be up to 10 times higher than the usual city background - which is already at levels which are considered unhealthy. So the increases we can expect in dangerous air pollution by encouraging more vehicle trips and locating dangerous ventilation stacks next to homes, schools and hospitals, are completely unacceptable.
34. WestConnex admits that dangerous dust pollution will be created during the construction of the St Peters interchange and proposes to water the site to reduce risk; however, this can only be assumed to be unreliable and dangerous given that WestConnex has already failed to water the site during asbestos removal.
35. During construction, WestConnex admits that 1,000 diesel truck movements a day using Euston Rd in Alexandria will end up in traffic jams on local roads.
36. Construction traffic will continue throughout the night, which will disturb the sleep of local residents, already stressed by WestConnex construction.

Destruction of Important Habitat and Greenspace

37. The WestConnex project will also lead to the destruction of more than 75 hectares of vegetation, including endangered Turpentine Iron Bark Forest and the critically endangered Cooks River Castlereagh Iron Bark Forest.
38. The EIS does not provide an adequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, and ignores scientific evidence of their breeding events on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney. Even WestConnex admits the frogs at Arncliffe may not survive construction.
39. The loss of around 350 trees to construct a spaghetti style interchange next to Sydney Park is a shocking development. The construction of the interchange and the consequent pollution that will result from it, will compromise the health of those, including children, who use the park amenity for sport and recreation.

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

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I object to the project. The government should be investing in a rail network that works rather than wasting money building another road. The project will ruin Newtown and the surrounding areas. The project will destroy Sydney Park which is where the ashes of my friend are buried. It will increase traffic and noise in the area and ruin the inner west. I strongly object to it. The visual impacts will also be unsightly and unacceptable. Where are the photomontages? The Australian government is a complete joke. It is unclear where the vents from the tunnel will be located. This is something that should be identified. We don't need Westconnex. We were never told about the proposal by the Applicant. Only by Council. The Applicant has not followed process.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Penny Barraclough [REDACTED]
Sent: Monday, 18 January 2016 3:49 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Penny Barraclough

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: peter lowe [REDACTED]
Sent: Monday, 18 January 2016 3:46 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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.

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

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
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- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

peter lowe

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 3:45 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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.

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

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
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- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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 Signature]

[REDACTED]

[REDACTED]

From: Christopher Degeling [REDACTED]
Sent: Monday, 18 January 2016 3:44 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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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- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

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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,

Christopher Degeling

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Graeme Durklin [REDACTED]
Sent: Monday, 18 January 2016 3:44 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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,

Graeme Durklin

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Alexandra Glennon [REDACTED]
Sent: Monday, 18 January 2016 3:44 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

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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,

Alexandra Glennon

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Mark Nash [REDACTED]
Sent: Monday, 18 January 2016 3:43 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Mark Nash

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Paul Craven [REDACTED]
Sent: Monday, 18 January 2016 3:42 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

Re; STOTTS RESERVE PAGE 83

A "large part of the reserve will show signs of stress in prolonged dry periods"

On this basis alone I am objecting to West Connex

regards

Paul

WestConnex The New M5: Biodiversity Assessment Report

© ECO LOGICAL AUSTRALIA PTY LTD

83

Location

GDE description

Possible impact to GDE

Significance

Stotts Reserve,

Bexley North

3.5 hectares of coastal
sandstone ridgetop woodland
with moderate potential for
groundwater dependence
Stotts Reserve is directly
above the planned route of
the mainline tunnel.

Drawdown could be up to 10
metres, and if trees are
dependent on groundwater, a
large part of the reserve could
show signs of stress in
prolonged dry periods.

Low. Under prolonged dry
conditions, the vegetation
at Stotts Reserve may
show signs of stress.

However, the community
should recover with
sufficient rainfall.

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint
- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
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- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Paul Craven

Sydney NSW 2207, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Peter Hallam [REDACTED]
Sent: Monday, 18 January 2016 3:37 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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.

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

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
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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,

Peter Hallam

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Karina Sweetnam [REDACTED]
Sent: Monday, 18 January 2016 3:36 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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.

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- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
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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,

Karina Sweetnam

Sydney NSW 2008, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Chantal Cordey [REDACTED]
Sent: Monday, 18 January 2016 3:36 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

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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,

Chantal Cordey

Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 3:34 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint
- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
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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: Gillian Minervini [REDACTED]
Sent: Monday, 18 January 2016 3:34 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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

I live in Erskineville and use Sydney Park every single day to walk my dog and enjoy a small piece of green space in the heavily populated part of Sydney we live in. Apart from the concerns below, I would like you to consider the impact this work will have on the people of our area and beyond who call Sydney Park their backyard. This is the only green space many of us have and to destroy part of it for this project is unfathomable in a city this large that desperately needs places for our children and ourselves to enjoy. There is more to life than roads and money. Please re consider this destruction of Sydney Park.

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,

Gillian Minervini

Sydney NSW 2043, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Robert Sullivan [REDACTED]
Sent: Monday, 18 January 2016 3:31 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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

I do not believe the proposal will add anything in the way of social or physical amenity to the city. The best thing that govts - of all persuasions - could do is to properly invest in public transport and green space. After all, this is a city where we live first and foremost. We should keep it liveable, for current residents and for future generations.

I therefore ask that you reject this proposal. I don't expect a written response.

Regards

Robert Sullivan
Birchgrove

[REDACTED]

[REDACTED]

[REDACTED]

From: Rosie Marks-Smith [REDACTED]
Sent: Monday, 18 January 2016 3:31 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Rosie Marks-Smith

[REDACTED]

[REDACTED]

[REDACTED]

From: Eva Johnstone [REDACTED]
Sent: Monday, 18 January 2016 3:30 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Eva Johnstone

Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Charmaine Aarons [REDACTED]
Sent: Monday, 18 January 2016 3:29 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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, counterproductive and will increase air pollution and traffic. 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 there has been 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 long term transport needs.

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

- The EIS reliance on building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects being unfunded and unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result.

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses.
- This project will pour traffic onto local road networks adding to already costly and unhealthy traffic congestion.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney will be forced to pay large tolls to use this road, rather than being provided with additional public transport capacity and connections.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the construction and operation of the M5. The EIS also ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course risking decimation one of two surviving colonies of these frogs in Sydney.
- Billions of dollars spent in construction contracts before the EIS was lodged casts doubt on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve the project regardless of its flaws.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modelled where alternative solutions such as traffic management, increased public transport, or a combination of these could reduce traffic congestion more effectively than WestConnex.

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,

Charmaine Aarons

[REDACTED]

[REDACTED]

[REDACTED]

From: Lisa Moore [REDACTED]
Sent: Monday, 18 January 2016 3:29 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

I wish to register my extremely 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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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

Yours sincerely,

Lisa Moore

Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Jane Townsend [REDACTED]
Sent: Monday, 18 January 2016 3:28 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

Jane Townsend

Sydney NSW 2044, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 3:25 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

I am also extremely concerned about the impact of 'rat run' traffic through my suburb of Haberfield. I live one house back from Waratah Street which has been identified as an exit road from Westconnex M5. Already Waratah St is a short cut for motorists trying to bypass heavy traffic on Parramatta Rd and on the City West link. We have to dodge speeding motorists every morning as I walk my young children to school. This traffic will only get worse and will create another inappropriate thoroughfare through the middle of heritage Haberfield. Already the suburb has been impacted by community roads like Wattle street through it. Westconnex and the Waratah Street exit will further carve up this important suburb which is of national significance in its heritage value.

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]

[REDACTED]

From: John Mozejko [REDACTED]
Sent: Monday, 18 January 2016 3:24 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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,

John Mozejko

Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: cecile busby [REDACTED]
Sent: Monday, 18 January 2016 3:07 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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.

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 have no confidence that the WestConnex will alleviate Sydney's traffic issues and i do not think the project is financially viable or sustainable for the people of Sydney.

Yours sincerely,
cecile busby
Sydney NSW 2044, Australia

From: [REDACTED]
Sent: Monday, 18 January 2016 4:09 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

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.

This project and the entire WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk.

In relation to this specific proposal, I also wish to raise a number of specific concerns, which are as follows.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS, including Green Square, Ashmore, Waterloo Estate and Central 2 Eveleigh. With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands.

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

Traffic on Stoney Creek Road was forecast to increase by 74 percent, with a total of 2280 big truck movements a day — three times more than now.

Meanwhile, even this EIS projects that the existing M5 and New M5 combined will end up taking less traffic now than the Cross City Tunnel, which was a financial disaster. This is because even the proponents know that commuters will be unwilling to pay \$6 each way to use either of these toll roads, which is in line with figures in WestConnex's Updated Strategic Business Case that show for almost all of potential users, the value of time saved is less than the cost of using WestConnex.

What is even more worrying is that the proponent now concedes that it cannot make its traffic model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS does not say, so the public does not have a chance to form a view or comment.

This project will carve 11,000 square metres from Sydney Park permanently, and even more land for 24/7 construction compounds. It will destroy parts of the M5 Linear Park that residents fought so hard to build, including critically endangered forest; Beverly Grove Park; Camdenville Park; and other green spaces and parks. This damage will be deeply felt, because many of areas along the route already have among the lowest amounts of public open space per person in Australia. The EIS makes no attempt to assess this impact.

This 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.

Many residents along the proposed route are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. I note that there is no safe level of exposure to fine particulate matter, and I wholeheartedly reject any project that would sacrifice the health of some citizens in order to deliver unproven and highly disputed 'benefits' to others.

The New M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next 10 years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur, and conflicting information on possible mitigation strategies. Many of these are simply pushed out into the future,

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

I call for the New M5 not to proceed and for your department to reject this proposal. As a NSW taxpayer, I want better value for money. And as a resident of Sydney, I want solutions that actually increase our city's liveability, mobility and sustainability, rather than actively decrease it as this project will.

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

[REDACTED]

[REDACTED]

[REDACTED]

From: Deirdre Evans [REDACTED]
Sent: Monday, 18 January 2016 4:07 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

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.

The huge price tag for this Toll Road is unacceptably high for any benefit. Build Light Rail which in the long term is an infinitely better cost benefit solution all round.

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.

This project and the entire WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk.

In relation to this specific proposal, I also wish to raise a number of specific concerns, which are as follows.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS, including Green Square, Ashmore, Waterloo Estate and Central 2 Eveleigh. With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands.

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What is even more worrying is that the proponent now concedes that it cannot make its traffic model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS does not say, so the public does not have a chance to form a view or comment.

This project will carve 11,000 square metres from Sydney Park permanently, and even more land for 24/7 construction compounds. It will destroy parts of the M5 Linear Park that residents fought so hard to build, including critically endangered forest; Beverly Grove Park; Camdenville Park; and other green spaces and parks. This damage will be deeply felt, because many of areas along the route already have among the lowest amounts of public open space per person in Australia. The EIS makes no attempt to assess this impact.

This 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.

Many residents along the proposed route are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. I note that there is no safe level of exposure to fine particulate matter, and I wholeheartedly reject any project that would sacrifice the health of some citizens in order to deliver unproven and highly disputed 'benefits' to others.

The New M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next 10 years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur, and conflicting information on possible mitigation strategies. Many of these are simply pushed out into the future, such as mitigation for the destruction of the critically endangered Cooks River Castlereagh Ironbark Forest, and the degradation of Sydney's biodiversity and environment that will result.

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

I call for the New M5 not to proceed and for your department to reject this proposal. As a NSW taxpayer, I want better value for money. And as a resident of Sydney, I want solutions that actually increase our city's liveability, mobility and sustainability, rather than actively decrease it as this project will.

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,

Deirdre Evans

Sydney NSW 2040, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information]

From: Fran Scarlett [REDACTED]
Sent: Monday, 18 January 2016 4:06 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

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.

This project and the entire WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk.

In relation to this specific proposal, I also wish to raise a number of specific concerns, which are as follows.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS, including Green Square, Ashmore, Waterloo Estate and Central 2 Eveleigh. With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands.

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This 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.

Many residents along the proposed route are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. I note that there is no safe level of exposure to fine particulate matter, and I wholeheartedly reject any project that would sacrifice the health of some citizens in order to deliver unproven and highly disputed 'benefits' to others.

The New M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next 10 years.

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

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

I call for the New M5 not to proceed and for your department to reject this proposal. As a NSW taxpayer, I want better value for money. And as a resident of Sydney, I want solutions that actually increase our city's liveability, mobility and sustainability, rather than actively decrease it as this project will.

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

I am also most concerned about the decimation of Haberfield, parks and trees destroyed, houses resumed and the chaotic traffic which will destroy residents' rights to a peaceful healthy environment.

Yours sincerely,

Fran Scarlett

Sydney NSW 2046, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Robyn Lee [REDACTED]
Sent: Monday, 18 January 2016 4:05 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

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.

This project and the entire WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk.

In relation to this specific proposal, I also wish to raise a number of specific concerns, which are as follows.

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However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands.

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

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Many residents along the proposed route are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. I note that there is no safe level of exposure to fine particulate matter, and I wholeheartedly reject any project that would sacrifice the health of some citizens in order to deliver unproven and highly disputed 'benefits' to others.

The New M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next 10 years.

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Yours sincerely,

Robyn Lee

Sydney NSW 2015, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: Karen Amos [REDACTED]
Sent: Monday, 18 January 2016 4:05 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

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.

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The New M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next 10 years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur, and conflicting information on possible mitigation strategies. Many of these are simply pushed out into the future,

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Yours sincerely,

Karen Amos

Sydney NSW 2130, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Carmela Donato [REDACTED]
Sent: Monday, 18 January 2016 4:05 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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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,

Carmela Donato

Sydney NSW 2044, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: Michael Mobbs [REDACTED]
Sent: Monday, 18 January 2016 4:04 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

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,

Michael Mobbsq

Sydney NSW 2008, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: Gail Sands [REDACTED]
Sent: Monday, 18 January 2016 4:04 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

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

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Yours sincerely,

Gail Sands

Victoria 3892, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Antoinette Cassar [REDACTED]
Sent: Monday, 18 January 2016 4:03 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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Antoinette Cassar

Sydney NSW 2042, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: [REDACTED]
Sent: Monday, 18 January 2016 4:01 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Andy Russell [REDACTED]
Sent: Monday, 18 January 2016 4:01 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

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

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

I call for the New M5 not to proceed and for your department to reject this proposal. As a NSW taxpayer, I want better value for money. And as a resident of Sydney, I want solutions that actually increase our city's liveability, mobility and sustainability, rather than actively decrease it as this project will.

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,

Andy Russell

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 4:01 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

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.

This project and the entire WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk.

In relation to this specific proposal, I also wish to raise a number of specific concerns, which are as follows.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS, including Green Square, Ashmore, Waterloo Estate and Central 2 Eveleigh. With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands.

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

Traffic on Stoney Creek Road was forecast to increase by 74 percent, with a total of 2280 big truck movements a day — three times more than now.

Meanwhile, even this EIS projects that the existing M5 and New M5 combined will end up taking less traffic now than the Cross City Tunnel, which was a financial disaster. This is because even the proponents know that commuters will be unwilling to pay \$6 each way to use either of these toll roads, which is in line with figures in WestConnex's Updated Strategic Business Case that show for almost all of potential users, the value of time saved is less than the cost of using WestConnex.

What is even more worrying is that the proponent now concedes that it cannot make its traffic model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS does not say, so the public does not have a chance to form a view or comment.

This project will carve 11,000 square metres from Sydney Park permanently, and even more land for 24/7 construction compounds. It will destroy parts of the M5 Linear Park that residents fought so hard to build, including critically endangered forest; Beverly Grove Park; Camdenville Park; and other green spaces and parks. This damage will be deeply felt, because many of areas along the route already have among the lowest amounts of public open space per person in Australia. The EIS makes no attempt to assess this impact.

This 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.

Many residents along the proposed route are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. I note that there is no safe level of exposure to fine particulate matter, and I wholeheartedly reject any project that would sacrifice the health of some citizens in order to deliver unproven and highly disputed 'benefits' to others.

The New M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next 10 years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur, and conflicting information on possible mitigation strategies. Many of these are simply pushed out into the future,

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[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 3:59 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 3:58 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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

[REDACTED]

[REDACTED]

[REDACTED]

From: Sue Nevin [REDACTED]
Sent: Monday, 18 January 2016 3:57 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
- The residents of western and south-west Sydney being forced to pay large tolls to use this road, rather than being provided with the additional public transport capacity and connections.
- Billions of dollars of construction contracts being let before this EIS was lodged; the doubt this casts on the legitimacy of the community consultation process; and the unreasonable pressure this places on the Dept of Planning and Environment to approve this project regardless of its flaws.

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 Nevin

Sydney NSW 2206, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Aaron Hamiltongold [REDACTED]
Sent: Monday, 18 January 2016 3:56 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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,

Aaron Hamiltongold

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED]

[REDACTED]

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To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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amy edgar

New South Wales 2486, Australia

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From: John Fletcher [REDACTED]
Sent: Monday, 18 January 2016 3:53 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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:

- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
- The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.
- WestConnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduce our carbon footprint

- Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.
- The impact of hundreds of diesel trucks, dust and noise on communities including during years of construction. The cumulative impact of these should be added to the same problem with the M4 East.
- The manner in which this project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion.
- The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation. In addition, the EIS ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.
- The EIS provides no hard evidence about why alternatives won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.
- No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.
- The cost of WestConnex escalating at a rate of \$2 billion a year before the majority of the project has even begun construction.
- I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and can impair lung development in children.
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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,

John Fletcher

Sydney NSW 2045, Australia

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From: Kerrie Lawson [REDACTED]
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In regards to the WestConnex New M5 and this EIS, I also object to the following

- The loss of parkland in Sydney Park. Access to nature is essential to physical and mental health. The inner suburbs of Sydney already have too little parkland. Robbing them of the little they have will decrease even further the opportunities for recreation to fight the obesity epidemic and spiritual refreshment.
- The EIS relying on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects are being not only unfunded but unplanned (or at least no plans have been released to the public for scrutiny).
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Kerrie Lawson

Sydney NSW 2131, Australia

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From: Kelly Brazier [REDACTED]
Sent: Monday, 18 January 2016 3:52 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

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

I am using the response form provided to assist those who have not had time to write their own response as I agree with its contents and the timing for a response is unreasonable when many affected residents are away.

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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Kelly Brazier

Sydney NSW 2045, Australia

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Content:
Please accept the attached public transport option attached

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A PUBLIC TRANSPORT PLAN FOR SYDNEY The sustainable option.

Introduction

This submission acknowledges there is insufficient public funds available to build a new rail transport network to significantly reduce the current congestion on our road system. However there is capacity in the existing road infrastructure to provide space for light rail and metro lines. Heavy rail infrastructure is the long term solution but will not be commenced in the foreseeable future unless the infrastructure funding is directed away from road infrastructure projects such as WestConnex.

Historical records indicate early public transport planners were heading in the right direction but were de-railed by the invention of the private motor car

Our early transport planning for Sydney could not have envisioned the city being home to six million people by 2030. However, John Bradfield's 1915 design for a public transport system recognised the solution was in constructing rail networks. Circumstances conspired to prevent this vision from being realised because of the mass production of affordable private motor vehicles. Therefore, from the 1950's onward, we constructed large metropolitan transport corridors for the exclusive use of motor vehicles. These transport corridors did not include provision for public transport unlike Bradfield's original design for the Sydney Harbour Bridge.

The existing urban motorway transport corridors provide an opportunity for reducing congestion they can be used for multi-use transport systems. The light rail in North Perth is an example of this strategy. Sydney has several metropolitan motorways which could be altered to carry light rail. The Warringah motorway/ M2 is the most suitable for this alternative approach to mixed use transport corridors. We can also reduce congestion on our arterial roads if light rail shares some of the lanes presently used by motor vehicles

A new underground metro system is required to achieve a major reduction in the numbers travelling in motor vehicles. Two cities in our region, Singapore and Shanghai, have successfully built metro systems in the last 15 years. The Sydney metro does not have to be on the scale of Shanghai but could be similar in size to Singapore. An effective metro system concentrates on inner metropolitan journeys, with short distances between stations and high frequency services, similar to the Paris metro. The previously proposed metro line between Malabar with West Ryde through St James and Wynyard city stations should be the first line constructed in a new inner urban metro system. Similarly, in the longer term, the northern and south-eastern beach suburbs require metro systems which connect to the existing heavy rail lines closest to their areas.

The strategy for heavy rail would involve the upgrading of the north-south and east-west heavy rail network mainlines. Firstly by increasing the passenger capacity of the trains and the enlarging of the interchange stations. Secondly by increasing the service frequency and extending connections to other main lines. These two proposals would be similar to both the RER regional services in Paris, which complement the metro system, and the Crossrail project in London. Crossrail will have two hundred metre long trains which carry 1500 passengers in peak hour. The stations will be 240metres long. Outer urban areas, east and west of London, will be connected by a 118km network of new and upgraded rail lines and stations.

Crossrail is an example of how long-term planning for cross-city heavy rail transport can be achieved if public investment is directed into public transport infrastructure projects. Despite enormous obstacles the project is being realised because of the long term benefit to the City of London's transport system and the regeneration of inner suburban areas along its route. We should be encouraged by this example and increase our attempts to realise a similar long-term solution for Sydney.

If people use public transport instead of private motor vehicles it will help to reduce the environmental impact of road transport. Communities based primarily on walking, cycling and public transport, particularly for short local trips, are healthier sustainable environments.

1 INFRASTRUCTURE DEVELOPMENT stage 1

Redevelopment of existing resources

1.1 Rail lines and light rail on existing roadways

Inner urban motorways have not been the solution to reducing road traffic congestion because the traffic volume always grew to take up the enlarged road space. The New York transport authorities realised this too late but have not built an inner urban motorway since 1968. The solution adopted in Perth is an example of how a traditionally car dependent city successfully used a more innovative approach to reduce traffic congestion. It used the metropolitan motorway corridors for rail transport. Sydney has traditionally sought a solution which gave priority to uninterrupted car journeys on inner metropolitan motorways such as Warringah, M1, M2, M4, M5 and M7. Fortunately a change in transport planning strategy has resulted in light rail lines being constructed or extended on old rail lines to Dulwich Hill, the city centre and to the eastern suburbs. The next strategy move is to save infrastructure funding on new metro and light rail corridors by adapting existing roads for rail transport.

(i) The Perth model

High-capacity automated urban metro systems have five times the passenger capacity of a four-lane freeway. While they're not as advanced as metros in many other countries, the Joondalup and Mandurah lines stretching north and south of Perth's central business district have more than three times the capacity of the three-lane Mitchell and Kwinana freeways, which run parallel.

North Perth Light rail on motorway corridor and in inner city Perth



(ii) Sydney Harbour Bridge and Epping Road

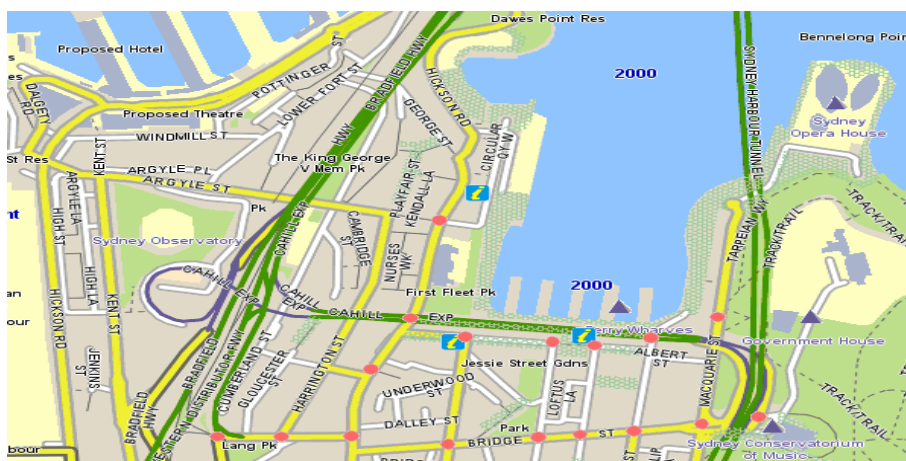
The two original eastern Harbour Bridge rail transport lanes could again be used for a light rail transport line between Epping station and the Sydney City Centre. The service would reduce the projected passenger congestion problem at Chatswood interchange station where the new Northwest rail passengers transfer onto the North Shore rail line to connect to the city centre. The service from the Harbour Bridge would use two lanes of the Warringah Expressway and connect to Epping Road at Lane Cove and terminate at the Epping station.

The City Centre destinations would be York Street, terminating at Wynyard Station, and on the Cahill Expressway above Circular Quay station. Preferably it could also be extended from the Cahill Expressway via the M1 eastern distributor tunnel to Anzac Parade connecting to the proposed Randwick light rail line.

The north bound road traffic lanes of the Cahill Expressway above Circular Quay could be converted to a segregated bicycle and pedestrian corridor. The cyclists could access the Harbour Bridge western side bike lane to reach North Sydney.



Harbour Bridge original eastern tram lanes



Cahill Expressway

(iii) Major arterial roads

Victoria Road - William Street – New South Head Road

Victoria Road city-bound traffic congestion will be reduced in the long-term if the proposed metro line from Malabar to West Ryde is built. But to significantly reduce the vehicle numbers on Victoria Road, in the short-term, will require a light rail service. To improve the transport strategy for east-west city centre traffic this service could continue through the city to Watson's Bay along New South Head Road rather than terminating at Circular Quay.

Parramatta Road - George Street – Walsh Bay - Barangaroo – Sussex Street – Hay Street

Light rail from Parramatta along Parramatta Road to the city centre should be integrated with the city centre light rail service. Instead of again terminating at Central or Circular Quay the proposed service can continue via George Street to Hickson Road and return to Parramatta Road via Sussex Street at the Hay Street intersection.

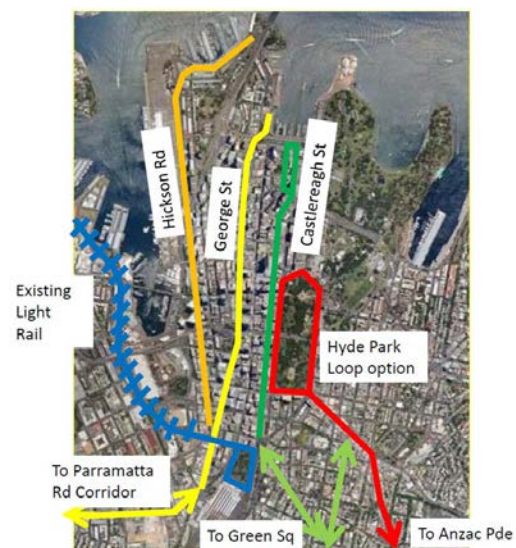
(iv) Future light rail routes in high density areas and the city centre

In 2011 a transport forum paper suggested further potential light rail routes - three inner city routes to the city centre via Parramatta Road, Oxford Street and Surry Hills (Crown Street or Devonshire Street) and four north south routes within the city centre via Elizabeth Street, Castlereagh Street, George Street and Sussex Street - Hickson Road. The three Inner city routes, via Parramatta Road, Oxford Street and Crown Street all follow former tramway routes.

The inner city & eastern suburbs has higher population growth rates than the Sydney average and these New routes would provide additional public transport capacity to serve a number of important urban renewal developments. Light rail will improve the overall street environment of the streets of the city centre which are currently affected by noise and air pollution impacts from bus operations. These proposals combined with the newly constructed Eastern Suburbs light rail will also reduce the need for future bus traffic from these routes.



Inner suburbs routes



City centre north - south routes

Population density and light rail



1.2 Upgrading rail stations

(i) Town Hall and Wynyard stations

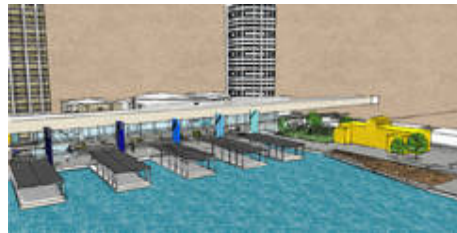
Town Hall and Wynyard are already overcrowded and their platforms too narrow for increased passenger numbers. Their long term role should be as transfer stations for a metro system rather than heavy rail stations. The city centre needs a new main station other than central, to handle heavy rail transfers.

(ii) Martin Place station

Martin Place station can be expanded and connected to St James station to reduce the number of trains passing through Wynyard and Town Hall. This will involve Martin Place being connected by a tunnel from the Harbour Bridge-Wynyard rail line to take the trains coming from the North Shore line through North Sydney station. Significantly St James station is part of the long-term proposal for the Malabar-West Ryde metro route.

(iii) Circular Quay station

In considering how to improve the interchange between buses, ferries and trains at Circular Quay it is worth reflecting on some of the ideas which came out of a design study of Circular Quay in 2009, by the NSW Dept of the Attorney General and Justice, in partnership with the University of Technology Sydney. Even though the study was aimed at improving security under the Designing out crime (DOC) system it contains a solution which improved the stations accessibility. The Master Plan created a more spacious, open and clear thoroughfare by extending the square along Alfred St and moving the rail entrances to either end of the terminal. The ferry wharfs were pushed out over the water, creating more open space for pedestrians.



Relocating the entrance/ exit to Circular Quay Railway Station to either end of the building as well as removing the restaurants further enhances the openness and ease of flow. This proposal creates two new entrance/exit locations directly connected to the bus interchange, allowing smooth transfer of daily commuters between the two modes of transport. Loftus and Young Streets were restructured into cul-de-sacs, terminating midway down the existing street.



(iv) Central station

The Circular Quay thoroughfare model is significant when approaching the upgrading of Central station to improve the transfers between, buses, light rail and heavy rail.

Southern Cross station in Melbourne replaced and enlarged the original Spencer Street station (Central is its Sydney equivalent) with an important new city structure which included retail spaces and improved interchange for regional and suburban trains, trams and buses. It also provides an express bus terminal to the Melbourne airport. The major design difference between the old station and Southern Cross was its improved relationship with Spencer Street and the adjoining Docklands.

Central could be improved by altering its connection to Pitt and George Streets and the UTS and ABC precincts



Southern Cross Rail station in Spencer Street Melbourne

(v) Parramatta station

The previously proposed connection between Parramatta and Epping stations should be reviewed because a large interchange station is required closer to the demographic centre of the metropolitan area. Parramatta is the logical location for a transfer station to re-direct the passengers travelling east but not wishing to pass through the Sydney city centre.

2 INFRASTRUCTURE DEVELOPMENT Stage 2

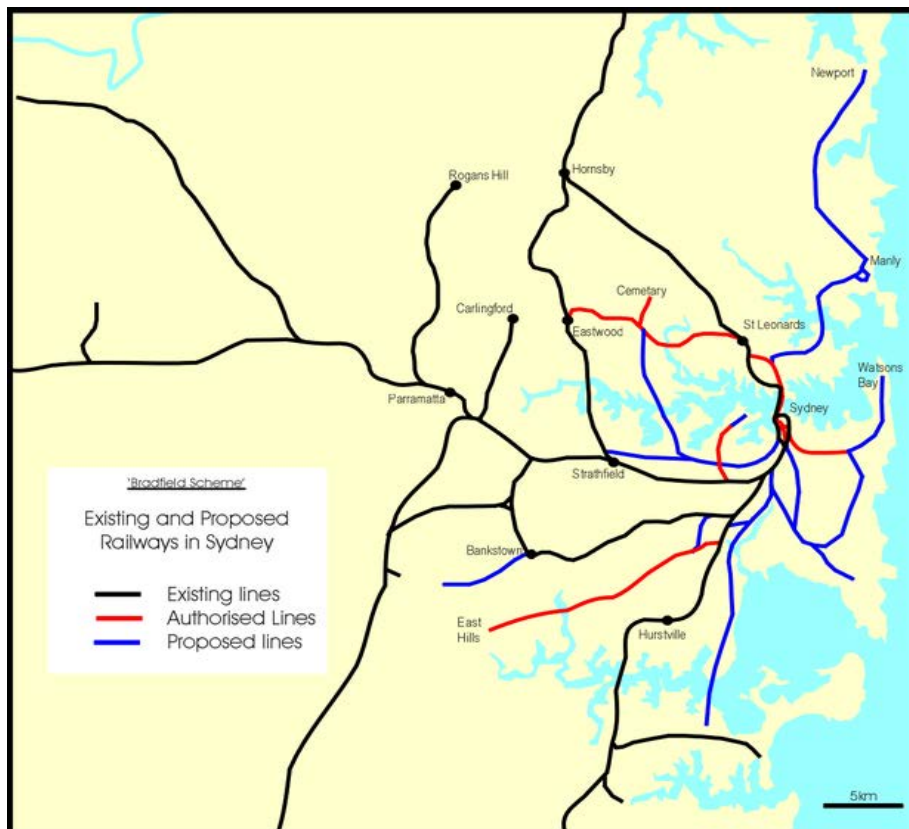
New rail networks

2.1 Metro lines

(i) Historical background - Northern and southern beaches passenger rail Bradfield 1915

Bradfield's overall concept plan in 1915 called for the construction of a network of underground city railway lines in association with the construction of the Sydney Harbour Bridge and a new rail terminal at Central. A larger network of lines was proposed for the western, eastern and southern suburbs (see map) however most of these lines remained concepts only and have never been constructed. The Depression and later World War II, along with the growth of the motor car, which led to the passenger numbers in Bradfield's plans being grossly overestimated, all prevented the full realisation of the Bradfield scheme. Parts of the city underground were constructed and exist as the present day City Circle, with small sections built for the additional proposed city lines such as additional platforms at Wynyard and St James stations which have never been used for heavy rail transport. The underground city loop was constructed originally as a stub line to St James, and the line through Town Hall and Wynyard to the Harbour Bridge. It was not until 1955 that the loop was completed by the construction of Circular Quay station. A line to the eastern suburbs was eventually built, but along a different alignment to that envisaged by Bradfield, who correctly proposed a line along Oxford Street.

Bradfield recognised the restrictions of the Sydney topography. Peninsulas dominate the landscape between the Hawkesbury and Cronulla. Circular light rail systems are more suitable in the seaside suburbs north and south of the harbour. Heavy rail should service the north-south axis between Hornsby and Sutherland and the east-west axis between Bondi Junction and Parramatta.

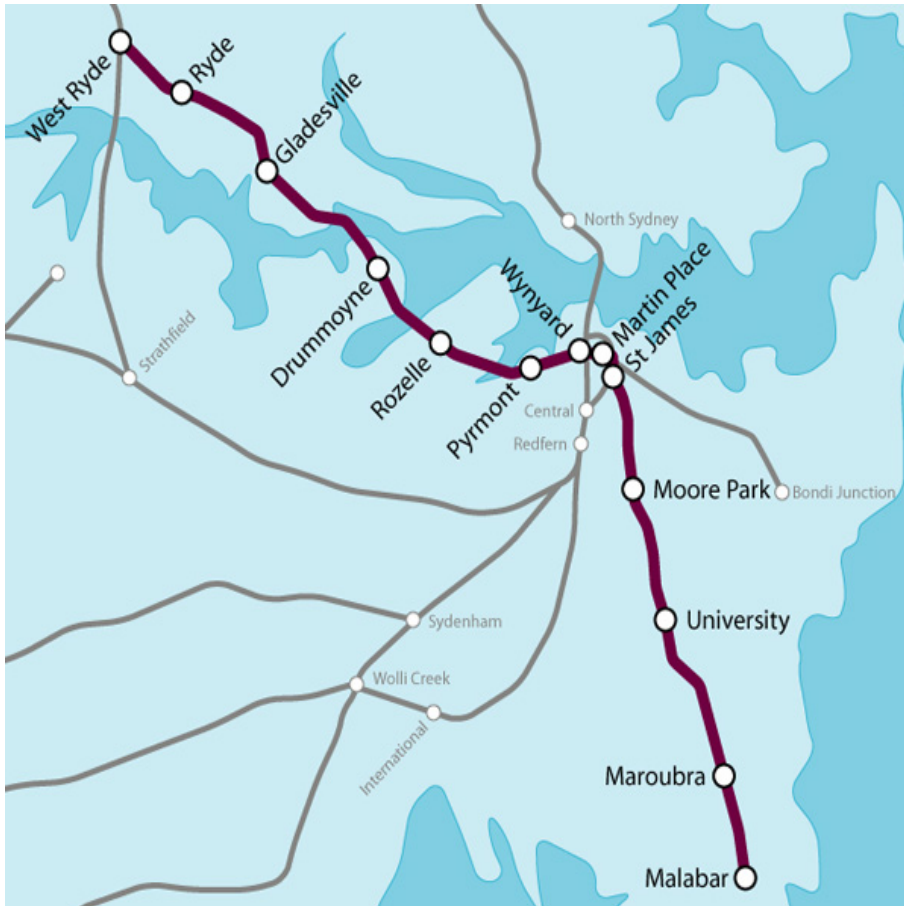


Bradfield's proposed underground rail network 1915

(ii) Malabar to West Ryde

In 2007 a transport planning scheme suggested an underground rail network from Malabar to West Ryde. The increased population densities in these inner western and south eastern suburbs would support a public transport solution for reducing the traffic congestion on Victoria Road and Anzac Parade.

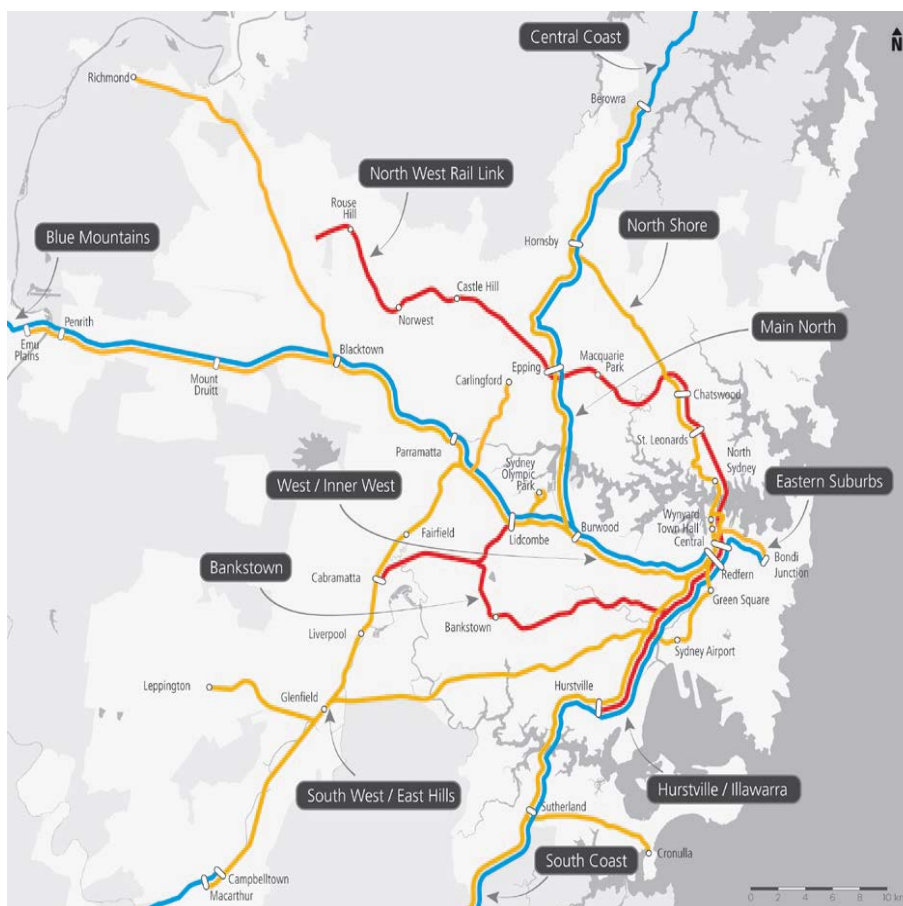
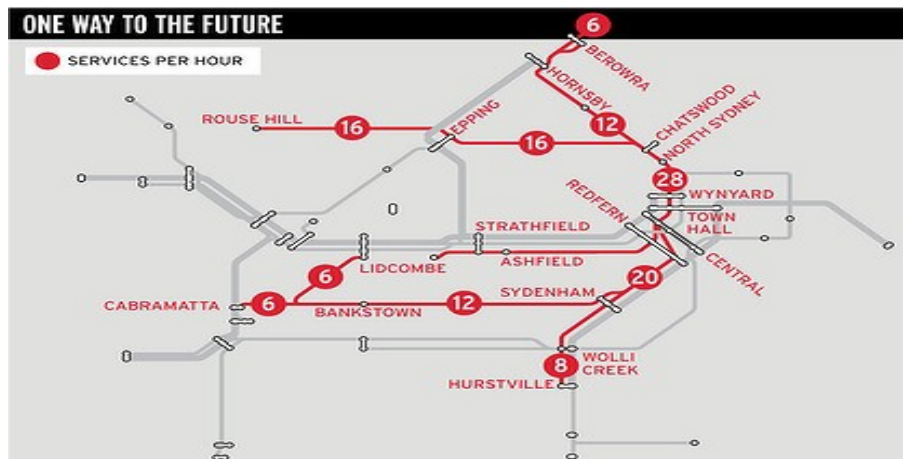
The proposed line was in a tunnel, starting at West Ryde station on the Northern Line and travelling beneath Victoria Road through Ryde, Gladesville, Drummoyne, Rozelle and Pyrmont. The line passed through existing city stations at Wynyard, Martin Place and St James, before heading south beneath Anzac Parade to Moore Park, the University of New South Wales in Kensington, Maroubra Junction and Malabar. The line should now also include a station at Barangaroo South, between Wynyard and Pyrmont.



Malabar to West Ryde light rail proposal

2.2 Sydney's Rail Future strategy network documents June 2012

The "Three Tier Railway plan on page 11 of the publication "Sydney's Rail Future" June 2012 is the government's preferred strategy and apart from minor amendments should be programme for the foreseeable future.



Rapid Transit Network (Single Deck)

Suburban Network (Double Deck)

InterCity (Double Deck) and Regional Diesel

2.3 The five stages of Sydney's rail future

(i) Operational efficiencies

- Timetable overhaul to introduce standardised and regular 'clockface' stopping patterns, more express services
- Significantly improved dwell management, with better management of door closure
- Platform de-cluttering to allow clear passenger entrance and exit
- Better incident recovery management through improved operational processes.

(ii) Network efficiencies

- Completion of South West Rail Link, station upgrades and Rail Clearways projects
- Introduction of even simpler timetables across the network
- Introduction of Automatic Train Operations
- Transition to dedicated fleet types for some lines
- Track infrastructure enhancement
- Platform re-design.

(iii) New Rapid Transit System

- Rapid transit trains are used to offer a comfortable, frequent, fast and high capacity link to busy inner areas
- Completion of the North West Rail Link and procurement of rolling stock for the new rapid transit single deck train system initially operating between the North West and Chatswood, with a cross-platform interchange to suburban services for those customers travelling to the CBD
- There will be a train from Chatswood to the CBD every three minutes in peak periods
- In line with the North West Rail link, upgrade of the Epping to Chatswood Rail Link to a high capacity rapid transit system.

(iv) Second Harbour Crossing

- Completion of a new tunnel under the Harbour and a new Sydney CBD line, allowing services from the North West Rail Link to extend directly to the Sydney CBD
- The second Harbour Crossing will create the largest increase in capacity to the Sydney rail network for 80 years
- Untangling the CBD enables major capacity increases on the Western line.

(v) Southern sector conversion

- Extension of the new single deck service to Bankstown and Hurstville
- Continue major timetable changes to the existing suburban services to continue major capacity increases to the South West and Western Sydney
- Better express services introduced due to separation from rapid transit.

2.4 Suggested amendments to Sydney's rail future plan June 2012

The New rapid transit system is the most important initiative and should be amended to include:-

- (i) The Malabar to West Ryde metro line
- (ii) A new line connecting Parramatta and Epping stations.
- (iii) The southern section conversion
- (iv) Pulse time-tables for low density outer suburban services

All of these should be completed ahead of the second harbour crossing because they would benefit all of the metropolitan area not just the frequency of the city centre service. The transport congestion in the areas west of the city centre is more important. The light rail strategies detailed in section one of this submission should delay the timing for the construction of the second harbour rail tunnel.

3 THE LONG TERM PLAN Stage three

3.1 Funding

The State and Federal Government Employees Superannuation Funds should be a source of funds for investment in major infrastructure. The state government could pay 5% interest to the super funds. Re-current annual funding amounts from government budgets will determine the rate of construction over the next 20 years.

3.2 Sydney City Council

The Long Term Transport Master Plan should be an integral part of the Ministry for Planning strategy for Sydney 2021. The City of Sydney Council should have more involvement with the light rail services planned for the inner suburbs. The state government should concentrate on the upgrading of the rail network in the Sydney metropolitan area and the regional services

3.3 Car dependency

“Transportation technologies have always determined urban form,” says urban economist Edward Glaeser. This means when considering investments in transport systems in coming years, thinking about more than the financial costs and benefits. It means debating what type of cities we want and how different transport choices will shape them in different ways. The challenge is to take Australian cities back to the future, to an era when the private car was less dominant than it is today. Part of the solution is to use existing public transport systems more efficiently by organising networks better and upgrading existing services.

As transport planner Edward Dotson told a Victorian parliamentary committee in 2009, it should be possible to “progressively raise the maximum practical, reliable capacity” of existing rail lines to a target frequency of “no less than twenty-four trains an hour” (or one train every 2.5 minutes). Infrastructure NSW points out that today’s CityRail express service from Newcastle to Sydney is slower than the pre-war “Newcastle Flyer” steam train, suggesting significant room for improvement.

In peak periods Sydney’s trains carry far fewer passengers than many railways overseas – partly because they use two-door, double-decker carriages, which transport between 50 and 150 per cent fewer passengers per hour than three-door single-decker carriages. The three tier plan should overcome this problem and retain the double-decker carriages for the suburban and regional lines.

Such problems are not simple to fix, but they do not generally require billions of dollars.

3.4 Rectification through innovation

(i) Transport corridor redevelopment - Warringah Freeway airspace

On the northern side of the harbour Cammeray-Neutral Bay-Kirribilli have been physically cut-off from North Sydney by the Warringah Freeway corridor northern approach to the bridge and cross-harbour tunnel. A large amount of residential and commercial property, half a golf course, and a cemetery were resumed by the government to build this freeway. These communities could be reconnected by building over the motorway and providing land for multi-use structures and landscaped open space above the corridor. The revenue from selling this airspace to private developers for high density redevelopment could then be used to fund light and heavy rail infrastructure. The Building Better Cities Federal Labor government initiatives in the early 1990’s demonstrated how government master planning can encourage private investment. Milsons Point railway station to Military Road would be the area for further study.



Warringah Freeway looking north, over the inner western carriageway.



Warringah Freeway looking south at its widest point - 16 lanes

- (ii) Replacing metropolitan freeways with walkable streets

Western distributor from the Harbour Bridge to Ultimo-Pyrmont

The **Western distributor** road system from the Harbour Bridge to Ultimo-Pyrmont disconnected the city from Darling Harbour and bisected Ultimo-Pyrmont. A long term planning strategy should examine its removal. Sussex, Kent, Clarence and York Streets could carry traffic as two way thoroughfares. Motor vehicles from the northern side of the Harbour Bridge heading south and east would remain in the cross harbour tunnel. The west bound traffic would use Sussex Street, William Henry Drive, Harris Street and Broadway to Parramatta Road. Anzac Bridge traffic would ideally connect to the cross city tunnel via an extended cross harbour tunnel. The cross city tunnel would be extended under Darling Harbour to Bank Street at a point where the Anzac Bridge descends to ground level near the fish market. All the elevated sections of the western distributor can then be removed. Harris and Wattle Streets are converted to two way thoroughfares.

4 SUMMARY

4.1 Rail

Providing new light rail, metro and heavy rail lines will ease congestion. The problem of course is the time frame and whether there is anything possible immediately which will significantly reduce road congestion. There is a possible solution but it will require a change to current attitudes about motorway construction. It will mean accepting the proposal to accelerate the light rail expansion by using the existing motorway and arterial road infrastructure.

4.2 Bus

All buses can be powered by renewable energy to reduce air pollution. Gradually reduce their number in the city centre as light and heavy rail take up the numbers. Focus on moving their present routes to the perimeter of the city centre. Use Kent Street for buses going to north shore across the bridge. The Cross Harbour road tunnel can be used for diverting some of the buses coming from the north to enter the city from the William Street exit and for their return trip to the north shore continue along William to Kent St. Buses coming from east west and south remain on present routes until rail transport significantly reduces numbers.

4.3 Road

Globally about 1.2 million people per annum die from car accidents; a further twenty million sustain injuries. In addition the damaging consequences to public health of air pollution from exhaust emissions should encourage us to re-examine the negative side affects of car dependency. This is the biggest challenge of the planning document. The aim is to restore the city centre to its original balanced function as a people friendly space not a noisy thoroughfare for motor vehicles.

4.4 Rail stations

Circular Quay Station interchange upgraded to include light rail on upper level of the Cahill Expressway. **Martin Place Station** upgraded to an interchange and connected to the circle line which can carry passengers, not headed for Wynyard and Town Hall, directly to **Central**. Wynyard and Town Hall upgraded as metro stations. **Central** redeveloped similarly to Southern Cross in Melbourne. **Parramatta** enlarged into a major interchange and transfer node

4.5 Walking

More people would walk on short trips in the city centre if the number of buses and cars were reduced on city streets. Re-connect Pyrmont and Glebe Island by re-using the existing bridge to provide pedestrian access to the future White Bay development and then Balmain-Rozelle residents could walk or cycle into the city centre. Similarly, re-connect the Domain with both the Botanic Gardens and Woolloomooloo by covering the Cahill Expressway between the State Library and William Street.

4.6 Cycling

Planning for bicycle commuting in an Australian context, must recognise two distinct groups of cyclists – the sports cyclist and the upright commuters. One is travelling up to the speed of a motor vehicle the other at about 15KPH. There is a large difference between these two groups. The slower group needs to be physically separated from motor vehicles. We should be able to create conditions which permit families to commute safely. We cannot provide this type of commuting if we don't separate the speedsters and the uprights. The family cyclists will require a full width dedicated road lane. This can be done on major arterial roads such as William Street and New South Head Road. Approximately, 42% of households in Sydney own a bike. Around 90 percent of the bicycle trips made each day in Sydney are less than 10 kilometres long, with the average distance being 3.2 kilometres. Bicycles are increasingly a mode of choice for shorter journeys which are too far to walk, but do not justify the use of our cars.

4.7 Ferries

Ferries work better when connected to other transport modes and co-ordinated with bus services. Bicycle parking at ferry wharfs is a long-term design requirement. Ferries service low density areas generally in Sydney Harbour and the Parramatta River. The Sydney ferry map shows there is an opportunity to increase the number

of wharfs either side of the Harbour Bridge. If more of the services to large employment centres, such as Parramatta, were express it would encourage people to change to accessing the city by water.

4.7 Sustainability

Renewable energy sources are fundamental to a sustainable transport system. The NSW 2021 document identifies a number of targets to help to reduce carbon emissions, including 'growing patronage on public transport by making it a more attractive choice'. This document should become the blueprint for public transport planning.

The Long term transport planning document must be based upon the simple principles of sustainability. This should not be an issue. We can build electric powered buses for short local trips and thereby reduce the importing or foreign-made buses. It requires a commitment to local manufacturing and accepting buses which initially will be inferior to those available on the international market. There is an opportunity to redeploy the skilled workers from the car industry in a new manufacturing industry based upon supplying our own public transport vehicles. Using renewable energy power sources, wherever possible, for trains and buses designed and built locally, will encourage technological research and increase employment opportunities.



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From: [REDACTED]
Sent: Monday, 18 January 2016 4:28 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands.

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

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The New M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next 10 years.

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I call for the New M5 not to proceed and for your department to reject this proposal. As a NSW taxpayer, I want better value for money. And as a resident of Sydney, I want solutions that actually increase our city's liveability, mobility and sustainability, rather than actively decrease it as this project will.

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[REDACTED]

[REDACTED]

[REDACTED]

From: Anne Wilson [REDACTED]
Sent: Monday, 18 January 2016 4:24 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

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This project and the entire WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk.

In relation to this specific proposal, I also wish to raise a number of specific concerns, which are as follows.

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Sydney NSW 2042, Australia

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[REDACTED]

[REDACTED]

[REDACTED]

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Scott Birrell

Sydney NSW 2040, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: [REDACTED]
Sent: Monday, 18 January 2016 4:23 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

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

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

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

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

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

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

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

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

I would like the following issues in the EIS addressed:

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

[REDACTED]

[REDACTED]

[REDACTED]

From: Margaret Coghlan [REDACTED]
Sent: Monday, 18 January 2016 4:22 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

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. Government has ignored the wishes of residents and communities and has arrogantly pushed ahead giving us outdated 20th century solutions to 21st century issues. They have ignored best practice recommendations from overseas research advised by their own committees and provided a flawed EIS.

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.

This project and the entire WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk.

In relation to this specific proposal, I also wish to raise a number of specific concerns, which are as follows.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS, including Green Square, Ashmore, Waterloo Estate and Central 2 Eveleigh. With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands.

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

Traffic on Stoney Creek Road was forecast to increase by 74 percent, with a total of 2280 big truck movements a day — three times more than now.

Meanwhile, even this EIS projects that the existing M5 and New M5 combined will end up taking less traffic now than the Cross City Tunnel, which was a financial disaster. This is because even the proponents know that commuters will be unwilling to pay \$6 each way to use either of these toll roads, which is in line with figures in WestConnex's Updated Strategic Business Case that show for almost all of potential users, the value of time saved is less than the cost of using WestConnex.

What is even more worrying is that the proponent now concedes that it cannot make its traffic model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS does not say, so the public does not have a chance to form a view or comment.

This project will carve 11,000 square metres from Sydney Park permanently, and even more land for 24/7 construction compounds. It will destroy parts of the M5 Linear Park that residents fought so hard to build, including critically endangered forest; Beverly Grove Park; Camdenville Park; and other green spaces and parks. This damage will be deeply felt, because many of areas along the route already have among the lowest amounts of public open space per person in Australia. The EIS makes no attempt to assess this impact.

This 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.

Many residents along the proposed route are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. I note that there is no safe level of exposure to fine particulate matter, and I wholeheartedly reject any project that would sacrifice the health of some citizens in order to deliver unproven and highly disputed 'benefits' to others.

The New M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next 10 years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur, and conflicting information on possible mitigation strategies. Many of these are simply pushed out into the future, such as mitigation for the destruction of the critically endangered Cooks River Castlereagh Ironbark Forest, and the degradation of Sydney's biodiversity and environment that will result.

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

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

I call for the New M5 not to proceed and for your department to reject this proposal. As a NSW taxpayer, I want better value for money. And as a resident of Sydney, I want solutions that actually increase our city's liveability, mobility and sustainability, rather than actively decrease it as this project will.

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,

Margaret Coghlan

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Cheryl L Dickson [REDACTED]
Sent: Monday, 18 January 2016 4:22 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

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.

This project and the entire WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk.

In relation to this specific proposal, I also wish to raise a number of specific concerns, which are as follows.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS, including Green Square, Ashmore, Waterloo Estate and Central 2 Eveleigh. With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands.

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

Traffic on Stoney Creek Road was forecast to increase by 74 percent, with a total of 2280 big truck movements a day — three times more than now.

Meanwhile, even this EIS projects that the existing M5 and New M5 combined will end up taking less traffic now than the Cross City Tunnel, which was a financial disaster. This is because even the proponents know that commuters will be unwilling to pay \$6 each way to use either of these toll roads, which is in line with figures in WestConnex's Updated Strategic Business Case that show for almost all of potential users, the value of time saved is less than the cost of using WestConnex.

What is even more worrying is that the proponent now concedes that it cannot make its traffic model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS does not say, so the public does not have a chance to form a view or comment.

This project will carve 11,000 square metres from Sydney Park permanently, and even more land for 24/7 construction compounds. It will destroy parts of the M5 Linear Park that residents fought so hard to build, including critically endangered forest; Beverly Grove Park; Camdenville Park; and other green spaces and parks. This damage will be deeply felt, because many of areas along the route already have among the lowest amounts of public open space per person in Australia. The EIS makes no attempt to assess this impact.

This 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.

Many residents along the proposed route are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. I note that there is no safe level of exposure to fine particulate matter, and I wholeheartedly reject any project that would sacrifice the health of some citizens in order to deliver unproven and highly disputed 'benefits' to others.

The New M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next 10 years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur, and conflicting information on possible mitigation strategies. Many of these are simply pushed out into the future,

such as mitigation for the destruction of the critically endangered Cooks River Castlereagh Ironbark Forest, and the degradation of Sydney's biodiversity and environment that will result.

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

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

I call for the New M5 not to proceed and for your department to reject this proposal. As a NSW taxpayer, I want better value for money. And as a resident of Sydney, I want solutions that actually increase our city's liveability, mobility and sustainability, rather than actively decrease it as this project will.

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,

Cheryl L Dickson

Sydney NSW 2042, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Colin Callaghan [REDACTED]
Sent: Monday, 18 January 2016 4:22 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

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, 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.

This project and the entire WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk.

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Yours sincerely,

Colin Callaghan

Sydney NSW 2204, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: Jenny Wilson [REDACTED]
Sent: Monday, 18 January 2016 4:21 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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Many residents along the proposed route are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. I note that there is no safe level of exposure to fine particulate matter, and I wholeheartedly reject any project that would sacrifice the health of some citizens in order to deliver unproven and highly disputed 'benefits' to others.

The New M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next 10 years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur, and conflicting information on possible mitigation strategies. Many of these are simply pushed out into the future,

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I call for the New M5 not to proceed and for your department to reject this proposal. As a NSW taxpayer, I want better value for money. And as a resident of Sydney, I want solutions that actually increase our city's liveability, mobility and sustainability, rather than actively decrease it as this project will.

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,

Jenny Wilson

Sydney NSW 2045, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Russell Workman [REDACTED]
Sent: Monday, 18 January 2016 4:20 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, Re: submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

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

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

This project shows how little the NSW Govt cares for the people of Sydney's inner-west and that the NSW Premier does not want a long career in politics.

I feel that the WestConnex project is a project conned onto Sydney by a NSW Govt that is virtually run and funded in a large way by wealthy property developers.

Their mouth-piece is the NSW UrbanTaskforce.

It is vital to property-developer interests that Connex goes ahead as with the massive scale of re-zoning of areas alongside it from single storey dwellings to multi-story, they will make huge amounts of money - of course a lot will go overseas to foreign Government entities - but much will stay here in the developer's pockets and tax minimisation manipulated overseas accounts.

My own suburb is swiftly being ruined, with the Town Centre being expanded to accomodate the growing number of multi-story compartments which will add thousands of residents to our overcrowded roads and footpaths.

But who cares, we don't live in rich beachside municipalities, just the heritage threatened inner-west where many of the newest residents are used to living in crowded vertical architecture.

Maybe WestConnex will make it easier, but not faster, to get out of the rat-hole this suburb and other inner-west ones will become, and of course with all that concrete and metal replacing trees and greenery, the whole area becoming a heat-sink, the climate will become nice and tropical.

I therefore ask that you reject this proposal but of course you won't. Too many millions to be made by those politically-donating developers.

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,
Russell Workman
Sydney NSW 2134, Australia