

From: Peter Malki [REDACTED]
Sent: Monday, 18 January 2016 6:52 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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:

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in

which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

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

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

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

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

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

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

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

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

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

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

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

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

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Peter Malki

Sydney NSW 2015, Australia

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Kindra Covert

Sydney NSW 2016, Australia

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Sent: Monday, 18 January 2016 6:51 PM
To: DPE CSE Information Planning Mailbox
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Charly Morris

Sydney NSW 2048, Australia

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Sent: Monday, 18 January 2016 6:51 PM
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I strongly object to the failure of this EIS to seriously consider the long-term impact of WestConnex on increased carbon emissions, despite the EIS's authors accepting the science of climate change. The EIS also fails to plan for the impact of climate change on the project itself, despite the tollway needing to remain operational for many years if it is built.

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

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

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

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

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

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

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

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

Yours sincerely,

Bernadette Foley

Sydney NSW 2042, Australia

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From: Neva Frecheville [REDACTED]
Sent: Monday, 18 January 2016 6:45 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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 voice my strong objection to the WestConnex New M5 proposal.

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

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

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in

which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

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

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

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

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

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

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

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Yours sincerely,

Neva Frecheville

Sydney NSW 2042, Australia

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From: Natanya Mandel [REDACTED]
Sent: Monday, 18 January 2016 6:45 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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,

Natanya Mandel

Sydney NSW 2130, Australia

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[REDACTED]

From: Sarina Georgopoulos [REDACTED]
Sent: Monday, 18 January 2016 6:40 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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 in accordance with the undertaking on your website and that you will provide a written response to my objections.

Yours sincerely,

Sarina Georgopoulos

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From: Anna Battersby [REDACTED]
Sent: Monday, 18 January 2016 6:39 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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,

Anna Bayyersnu

Sydney NSW 2038, Australia

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From: Susan Coleman [REDACTED]
Sent: Monday, 18 January 2016 6:37 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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:

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in

which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

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

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

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

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

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

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

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

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

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Yours sincerely,

Susan Coleman

Sydney NSW 2050, Australia

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[Redacted signature block]

From: Sharon Cummings [REDACTED]
Sent: Monday, 18 January 2016 6:35 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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,

Sharon Cummings

Sydney NSW 2042, Australia

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From: [REDACTED]
Sent: Monday, 18 January 2016 6:35 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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

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[REDACTED]

[REDACTED]

[REDACTED]

From: Helen Meany [REDACTED]
Sent: Monday, 18 January 2016 6:31 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

Dear Secretary,

Yes, this is a form letter- but it also happens to convey exactly how strongly I oppose the WestConnex New M5 proposal. I couldn't write it better if I put it into my own words- so here it is:

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Helen Meany

Stanmore, NSW 2048, Australia

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[Redacted contact information block]

[Redacted contact information block]

From: Eliska Kyrsova [REDACTED]
Sent: Monday, 18 January 2016 6:27 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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

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

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Yours sincerely,

Eliska Kyrsova

Sydney Nový Jižní Wales 2042, Austrálie

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 6:24 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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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I strongly object to this project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in

which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

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

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

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

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[Redacted]

[Redacted]

[Redacted]

[REDACTED]

From: John Guthrie [REDACTED]
Sent: Monday, 18 January 2016 6:22 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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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John Guthrie

Sydney NSW 2044, Australia

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From: Ruth Disher [REDACTED]
Sent: Monday, 18 January 2016 6:21 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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

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Sydney NSW 2204, Australia

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From: tony Lukins [REDACTED]
Sent: Monday, 18 January 2016 6:21 PM
To: DPE CSE Information Planning Mailbox
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This project hugely contributes to greenhouse pollution during construction and will ultimately prove to be a white elephant as society moves away from car ownership.

Leave it alone it will define this government as backward thinking.

Yours sincerely,

tony Lukins

Sydney NSW 2206, Australia

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From: stephen mangos [REDACTED]
Sent: Monday, 18 January 2016 6:20 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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:

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that the children of the scores of schools and childcare centres along the route would be exposed to if this project is built. I also object to the pathetic manner in

which the social and economic impact analysis assesses the impact on these educational institutions, particularly as the authors (AECOM) failed to account for all schools and childcare centres along the route. This kind of omission can only be read as either an indicator of sloppy work or an attempt to downplay the impacts. Neither is acceptable.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

stephen mangos

Sydney NSW 2044, Australia

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[REDACTED]

From: Elsa Santos Carrillo [REDACTED]
Sent: Monday, 18 January 2016 6:19 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.

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 signature area]

[REDACTED]

[REDACTED]

[REDACTED]

From: John Goldberg [REDACTED]
Sent: Monday, 18 January 2016 6:17 PM
To: DPE CSE Information Planning Mailbox

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to \$17 billion. All indications are that this will become \$20 billion minimum when local road remediations are added on.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.
- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.
- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.
- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

Any one who believes in the integrity of the assessment process as administered by the bureaucrats of the Department of Planning and Environment is seriously deluded. This crowd is not professionally qualified in traffic engineering, economics and other disciplines and yet they are given the power to make determinations for projects whose outcome is predetermined. If a submission does not agree with the Departmental predetermination, the Planning Director will have it struck out. Is this conduct corrupt within the meaning of the ICAC Act or is it just mindless careerism at the expense of the taxpayer? . Probably it is both. DOPE could be safely closed down without any adverse effect on the community.. It would save taxpayer's money. The Deputy Secretary of DOPE Carolyn McNally is paid in excess of \$488, 000 per annum for her part in these fiascos as revealed in the Sun-Herald last Sunday.

Yours sincerely,

John Goldberg

Sydney NSW 2119, Australia

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From: Sharon Tandy [REDACTED]
Sent: Monday, 18 January 2016 8:02 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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

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- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
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- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
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Yours sincerely,

Sharon Tandy

Sydney NSW 2044, Australia

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From: Tristan Ricketson [REDACTED]
Sent: Monday, 18 January 2016 7:59 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

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,

Tristan Ricketson

New South Wales 2627, Australia

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From: Daniel Arena [REDACTED]
Sent: Monday, 18 January 2016 7:59 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational.

This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.
- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.
- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.
- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

Yours sincerely,

Daniel Arena

Sydney NSW 2048, Australia

[Redacted signature block]

[Redacted contact information block]

[Redacted contact information block]

From: Margaret Morris [REDACTED]
Sent: Monday, 18 January 2016 7:56 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational.

This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.
- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.
- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.
- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

Yours sincerely,

Margaret Morris

Sydney NSW 2015, Australia

[Redacted signature block]

[Redacted contact information block]

[Redacted block]

[REDACTED]

From: Beth Gibbins [REDACTED]
Sent: Monday, 18 January 2016 7:54 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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 am troubled that the 'consultation' stage has not been sufficient with limited information provided for the Euston Road section of the Westconnex, an area directly effecting us. It has primarily been done in a way that disempowers the community from feeling like they can influence the outcome. The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

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

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

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

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

I strongly object to the unacceptable noise, dust, traffic and pollution that will increase for us who live on Euston Road (among others). We will have an increase of tens of thousands of cars every day past our house with the road widened to just a few metres from our front gate. I also object to the design of this widening with no additional impact being taken into consideration for where the traffic will go once the lanes reduce to four lanes just one kilometre from the tunnel exit.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Beth Gibbins

Sydney NSW 2015, Australia

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[Redacted contact information block]

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From: debbie wachholz [REDACTED]
Sent: Monday, 18 January 2016 7:52 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
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This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.
- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.
- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
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- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

Yours sincerely,

debbie wachholz

Sydney NSW 2044, Australia

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From: [REDACTED]
Sent: Monday, 18 January 2016 7:49 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational.

This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.
- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.
- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.
- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

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From: [REDACTED]
Sent: Monday, 18 January 2016 7:47 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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

I strongly object to the entire Westconnex project. Building greater capacity for cars will simple induce more demand and encourage more cars onto the road. "Induced demand" is a globally observed phenomenon.

Truly exceptional global cities have great public transport. Westconnex is a massive investment in out-dated transport solution not fit for a global city. We need more investment in public transport and less space dedicated to those who chose to travel in personal cars.

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. The fact that work is already underway and contracts have been awarded before the EIS is complete undermines this current consultation process. It appears this is not genuine consultation. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.

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- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.
- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. As a former public servant, I remind you of your obligation to provide "frank and fearless" advice and the true potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

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

[Redacted signature block]

[Redacted contact information block]

[Redacted address block]

From: [REDACTED]
Sent: Monday, 18 January 2016 7:42 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
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- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
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I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

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

[Redacted]

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[Redacted]

From: Stephen Gray [REDACTED]
Sent: Monday, 18 January 2016 7:39 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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

As a resident of King St and property owner in Erskineville, I am concerned for the healthy, safety and amenity of my neighbourhoods and living environments if this project is to proceed. I am concerned that Sydney Park will lose a significant number of mature trees and will be surrounded by 4-6 lanes of traffic on all sides.

I am concerned that with the population growth taking place in Erskineville, Alexandria and Green Square that what the inner city needs is far more strategically developed public transport, not a tollway disgorging traffic into residential areas with nowhere to go. Similarly outer suburbs would be much better served by improved rail and bus links - possibly at a fraction of the price (financial, environmental and social) of this outdated road project.

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
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I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

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

Yours sincerely,

Stephen Gray

Sydney NSW 2042, Australia

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[Redacted contact information block]

[Redacted contact information block]

From: Peter Clarke [REDACTED]
Sent: Monday, 18 January 2016 7:35 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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

Yours sincerely,

Peter Clarke

Sydney NSW 2044, Australia

[Redacted signature block]

[Redacted contact information block]

[Redacted contact information block]

From: Sheila Rebeiro [REDACTED]
Sent: Monday, 18 January 2016 7:32 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

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,

Sheila Rebeiro

Sydney NSW 2043, Australia

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From: Jonathan Harms [REDACTED]
Sent: Monday, 18 January 2016 7:26 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.
- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.
- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.
- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

Yours sincerely,

Jonathan Harms

Sydney NSW 2008, Australia

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[Redacted contact information block]

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From: joan llewellyn [REDACTED]
Sent: Monday, 18 January 2016 7:25 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational.

This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
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- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
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I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

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

Yours sincerely,

joan llewellyn

Sydney NSW 2204, Australia

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From: Oscar Perez-Concha [REDACTED]
Sent: Monday, 18 January 2016 7:25 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
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- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
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- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

Yours sincerely,

Oscar Perez-Concha

Sydney NSW 2008, Australia

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[Redacted contact information block]

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[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 7:24 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.

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: Sam Bray [REDACTED]
Sent: Monday, 18 January 2016 7:22 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

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- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
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This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others. I am particularly repulsed by the fact that these unfiltered smoke stacks are being built within 100 metres of The Infants Home which houses many disadvantaged children of whom some already have chronic respiratory illnesses.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
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- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
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I therefore ask that you reject this proposal. I expect that my submission will be published in accordance with the undertaking on your website and that you will provide a written response to my objections.

Yours sincerely,

Sam Bray

Sydney NSW 2131, Australia

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[Redacted signature block]

From: Rachel Downs [REDACTED]
Sent: Monday, 18 January 2016 7:21 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

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

Yours sincerely,

Rachel Downs

Sydney NSW 2042, Australia

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[Redacted contact information block]

[Redacted contact information block]

From: [REDACTED]
Sent: Monday, 18 January 2016 7:21 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

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[Redacted]

[Redacted]

[Redacted]

From: chiaki tsutcuki [REDACTED]
Sent: Monday, 18 January 2016 7:20 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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,

chiaki tsutcuki

Sydney NSW 2204, Australia

[Redacted signature block]

[Redacted contact information block]

[Redacted contact information block]

From: Pedro Butler [REDACTED]
Sent: Monday, 18 January 2016 7:20 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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,

Pedro Butler

Sydney NSW 2043, Australia

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From: Steven Slezak [REDACTED]
Sent: Monday, 18 January 2016 7:20 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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,

Steven Slezak

Sydney NSW 2194, Australia

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[Redacted contact information block]

[Redacted contact information block]

From: Alison Cardinale [REDACTED]
Sent: Monday, 18 January 2016 7:18 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Alison Cardinale

Sydney NSW 2040, Australia

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From: [REDACTED]
Sent: Monday, 18 January 2016 7:17 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational.

This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.
- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.
- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.
- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

Yours sincerely,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

From: Margaret Benbow [REDACTED]
Sent: Monday, 18 January 2016 7:11 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational.

This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
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- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

Yours sincerely,

Margaret Benbow

Sydney NSW 2204, Australia

[Redacted signature block]

[Redacted contact information block]

[Redacted contact information block]

From: Marilyn Riedy [REDACTED]
Sent: Monday, 18 January 2016 9:04 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

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

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

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

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

The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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

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

We need less cars on the road to reduce air pollution. Public transport is what is needed. The whole process for this project has suffered from the same misinformation and propaganda as the Department of Infrastructure used for the EIS for Western Sydney Airport. Sydney already suffers dangerous levels of contaminants in the air and health impacts are rising. A second airport in the Sydney basin and this project as well will see even more children with asthma and further illness from cardiovascular and pulmonary disease.

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

Yours sincerely,

Marilyn Riedy

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

From: Richard Moras [REDACTED]
Sent: Monday, 18 January 2016 9:01 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

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

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

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

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

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their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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

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

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

Yours sincerely,

Richard Moras

[Redacted signature]

[Redacted contact information]

[Redacted contact information]

[Redacted contact information]

From: Robert Shield [REDACTED]
Sent: Monday, 18 January 2016 8:59 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

Yours sincerely,

Robert Shield

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

From: Analese Cahill [REDACTED]
Sent: Monday, 18 January 2016 8:59 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

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

The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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

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

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

Yours sincerely,

Analese Cahill

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

From: melinda byrne [REDACTED]
Sent: Monday, 18 January 2016 8:57 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

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

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

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

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

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

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The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

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

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their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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

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

Yours sincerely,

melinda byrne

[Redacted signature]

[Redacted contact information]

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[REDACTED]

From: Sylviane Vincent [REDACTED]
Sent: Monday, 18 January 2016 8:56 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

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

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

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

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

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

Yours sincerely,

Sylviane Vincent

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

From: Chiara O'Reilly [REDACTED]
Sent: Monday, 18 January 2016 8:55 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

AS a long term resident of the inner west I strongly object to the WestConnex M5 development and wish to raise a number of objections in response to the Environmental Impact Statement (EIS)

A key concern for me is that the EIS fails to address the loss of park life and the quality of life of residents in the inner city. These green spaces are the environment used by residents of Sydney and cutting them up and destroying green space will destroy communities as well as the very liveability of our city as a whole.

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives and destroy communities
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. This is scandalous and reeks of poor planning and corruption. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process. This process has been terribly managed and needs to be reviewed, questions around fairness are central to a respectful consultation and process.
- There must be an independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- There has been a failure to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part

of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.

- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational. This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.
- The total absence of a genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional and will destroy the area for no apparent benefit.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.
- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.

Furthermore, I am appalled by the way this road is cutting through green space and park land across the City - especially in the inner city where green space is rare and any loss is a long term destruction of green space - here I see the destruction of historic parks in Annandale, Ashfield, Petersham and parts of Sydney park as well as others as a destruction of the character of Sydney.

- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?

- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.
- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

I am deeply concerned by the process and planning under taken by this government and support the recent calls for a independent audit of the project before any further steps are taken.

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

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

Yours sincerely,

Chiara O'Reilly

Sydney NSW 2204, Australia

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

From: Maria Sukkar [REDACTED]
Sent: Monday, 18 January 2016 8:55 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

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

The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for

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

Yours sincerely,

Maria Sukkar

[Redacted signature]

[Redacted contact information]

[Redacted contact information]

[Redacted contact information]

[REDACTED]

From: Ed Santucci [REDACTED]
Sent: Monday, 18 January 2016 8:52 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

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

The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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

I would like know what sort of practices there are about damage if caused by underground tunnelling on my house like cracks/ value of the land/ If there is any chance of Subsidence occurring . Noise from the tunnel when the construction is complete.

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

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

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

[REDACTED]

From: Rachael Sheridan [REDACTED]
Sent: Monday, 18 January 2016 8:51 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

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

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

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

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

The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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

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

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

Yours sincerely,

Rachael Sheridan

[Redacted signature]

[Redacted contact information]

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[REDACTED]

From: Robert Pavlacic [REDACTED]
Sent: Monday, 18 January 2016 8:49 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

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

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

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

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

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

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

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The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

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

The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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

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

Yours sincerely,

Robert Pavlacic

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[Redacted address line 1]

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[Redacted address line 3]

From: Cheryl Priest [REDACTED]
Sent: Monday, 18 January 2016 8:43 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational.

This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.
- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.
- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.
- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

Yours sincerely,

Cheryl Priest

Sydney NSW 2044, Australia

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From: Noel Hsu [REDACTED]
Sent: Monday, 18 January 2016 8:36 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

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- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational.

This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
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- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
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- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
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I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

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

Yours sincerely,

Noel Hsu

[Redacted signature block]

[Redacted contact information block]

[Redacted additional information block]

From: Simone Bonser [REDACTED]
Sent: Monday, 18 January 2016 8:35 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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

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Yours sincerely,

Simone Bonser

Sydney NSW 2216, Australia

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[Redacted contact information block]

[Redacted contact information block]

From: Rick Drummond [REDACTED]
Sent: Monday, 18 January 2016 8:30 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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,

Rick Drummond

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[Redacted contact information block]

[Redacted contact information block]

From: Zawadi Sliepen [REDACTED]
Sent: Monday, 18 January 2016 8:28 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (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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Zawadi Sliepen

Darlinghurst NSW 2010, Australia

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[Redacted contact information block]

[Redacted contact information block]

From: Ken Collins [REDACTED]
Sent: Monday, 18 January 2016 8:28 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Ken Collins

Sydney NSW 2015, Australia

[Redacted signature block]

[Redacted contact information block]

[Redacted contact information block]

From: Paul Robson [REDACTED]
Sent: Monday, 18 January 2016 8:27 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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Sydney NSW 2026, Australia

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From: Caroline Anderson [REDACTED]
Sent: Monday, 18 January 2016 8:25 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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

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

Yours sincerely,

Caroline Anderson

Sydney NSW 2042, Australia

[Redacted signature block]

[Redacted contact information block]

[Redacted block]

From: Alison Munro [REDACTED]
Sent: Monday, 18 January 2016 8:19 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational.

This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.
- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.
- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.
- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

Yours sincerely,

Alison Munro

Sydney NSW 2137, Australia

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[Redacted contact information block]

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[REDACTED]

From: Elizabeth Craven [REDACTED]
Sent: Monday, 18 January 2016 8:18 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational.

This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.
- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.
- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.
- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

Yours sincerely,

Elizabeth Craven

Forest Lodge NSW 2037, Australia

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From: kate doherty [REDACTED]
Sent: Monday, 18 January 2016 8:17 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational.

This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
- The St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable. Every expert outside of the NSW Government and the proponent has raised serious doubts as to whether these projects will recoup their enormous costs, especially given the recent failure of toll road tunnels such as the Cross City Tunnel and Lane Cove Tunnel. What happens if (when?) these future projects aren't built? This EIS makes no attempt to assess this.
- The EIS ignores the work of independent traffic and planning experts who have presented evidence-based arguments that WestConnex won't meet its projected time savings or congestion relief targets.
- The project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.
- Residents along the route would be subjected to 24/7 construction noise, dust and heavy truck movements at the proponent's discretion.
- The unsafe and possibly illegal removal of asbestos that has already taken place from the Alexandria Landfill that has been described by Roads Minister Duncan Gay as "remediation", despite the assessment of such remediation being explicitly part of the Director-General's requirements for this EIS. What is the point of having such requirements if the work is going to proceed ahead of the EIS being written, let alone approved?
- Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.
- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

Yours sincerely,

kate doherty

Sydney NSW 2204, Australia

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[Redacted contact information block]

[Redacted contact information block]

From: Anne Mcdougall [REDACTED]
Sent: Monday, 18 January 2016 8:16 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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

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

The planning processes surrounding this project and WestConnex as a whole Are questionable.

Key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money.

Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred before any planning approvals were granted for this project.

The general public has had little to no input on a project that will affect hundreds of thousands of people's lives for many years to come. Further, WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Even though the St Peters Interchange will dump over 100,000 cars and trucks onto already congested local streets, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore.

- The EIS claims that traffic congestion caused by the New M5 would be improved by WestConnex Stage 3, the Southern Extension and the Sydney Gateway, but no plans have been released for any of these plans. These projects are also unfunded, and in the case of the M4-M5 link, dependent on the M4 East and New M5 sections of WestConnex being profitable.

- The project would also 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.

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

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

Yours sincerely,

Anne Mcdougall

Sydney NSW 2204, Australia

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[Redacted contact information block]

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From: [REDACTED]
Sent: Monday, 18 January 2016 8:12 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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

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

- The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.
- The cost of WestConnex has rapidly escalated by 70% to almost \$17 billion. All indications are that this will become \$20 billion minimum given the escalating rate of its cost blowouts.
- Residents affected by compulsory acquisitions are routinely being offered below-market prices for their homes and businesses, causing unnecessary added distress and trauma during an already traumatic process.
- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
- Assurances from politicians and bureaucrats that they won't create clearways in the future are worthless. The EIS acknowledges that a full review of local traffic conditions will be conducted after construction of the M5 New is completed, and action taken to rectify any local road traffic problems only after the project is operational.

This is disguised code for imposition of the inevitable clearways on King Street and Edgeware Roads in Newtown/Enmore, in the Alexandria and Erskineville, and other areas across the project route.

- There has been no genuine consultation with the community.
- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
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- The EIS claims unproven, unplanned positive benefits for the whole WestConnex while dealing with negative impacts only for each project stage. This is development approval by stealth.
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- The NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition, which undermines community confidence that this is a genuine consultation process.

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

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

[Redacted]

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[Redacted]

From: Alan Glass [REDACTED]
Sent: Monday, 18 January 2016 8:10 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- WestConnex has failed to consult with businesses in King St Newtown, St Peters, Kingsgrove, and other parts of the inner and south-west Sydney that will be negatively impacted by this project. Such businesses are part of a thriving economy and street life that would be destroyed by road closures during construction, increased traffic, and/or the imposition of future clearways in retail or industrial precincts that will inevitably result when local roads are unable to cope with the extra traffic generated by induced demand and 'rat runs'.
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- A failure to do traffic modelling outside the immediate project footprint, leaving the community to deal with environmental and financial costs of congestion in the future. It is absurd to suggest that the impacts will stop at the construction end points of the project.
- The project includes unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness. The health of some residents is being played off against uncertain benefits to others.
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Yours sincerely,

Alan Glass

Sydney NSW 2193, Australia

[Redacted signature block]

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[Redacted signature block]

From: [REDACTED]
Sent: Monday, 18 January 2016 8:09 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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Sent: Monday, 18 January 2016 8:09 PM
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Subject: Submission to SSI 14_6788 WestConnex New M5

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[Redacted]

[Redacted]

[Redacted]

From: Alex Greene [REDACTED]
Sent: Monday, 18 January 2016 8:05 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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

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Yours sincerely,

Alex Greene

Sydney NSW 2016, Australia

[Redacted signature block]

[Redacted contact information block]

[Redacted contact information block]

From: Tania Marlowe [REDACTED]
Sent: Monday, 18 January 2016 8:04 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

Attn: Secretary, Department of Planning and Environment

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Sydney NSW 2049, Australia

[Redacted signature block]

[Redacted contact information block]

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[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 8:02 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to SSI 14_6788 WestConnex New M5

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[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 10:08 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

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

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

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

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

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

[Redacted signature block]

[Redacted address block]

[Redacted contact information block]

[REDACTED]

From: lauren neko [REDACTED]
Sent: Monday, 18 January 2016 10:00 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

lauren neko

[Redacted signature]

[Redacted contact information]

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[REDACTED]

From: paul.flanagan@[REDACTED]
Sent: Monday, 18 January 2016 9:59 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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Yours sincerely,

paul flanagan

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

From: Daniel Foley [REDACTED]
Sent: Monday, 18 January 2016 9:57 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

Daniel Foley

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

[REDACTED]

From: Susie Henke [REDACTED]
Sent: Monday, 18 January 2016 9:57 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

Susie Henke

[Redacted signature block]

[Redacted contact information block]

[Redacted address block]

[REDACTED]

From: Jo Flanagan [REDACTED]
Sent: Monday, 18 January 2016 9:56 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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

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

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

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

Yours sincerely,

Jo Flanagan

[Redacted signature]

[Redacted contact information]

[Redacted contact information]

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[REDACTED]

From: Leah Gressel [REDACTED]
Sent: Monday, 18 January 2016 9:54 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

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Yours sincerely,

leah gressel

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[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

From: Julie Nelson [REDACTED]
Sent: Monday, 18 January 2016 9:52 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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Yours sincerely,

Julie Nelson

[Redacted signature]

[Redacted contact information]

[Redacted contact information]

[Redacted contact information]

From: Mina Templeton [REDACTED]
Sent: Monday, 18 January 2016 9:49 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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Yours sincerely,

Mina Templeton

[Redacted signature]

[Redacted contact information]

[Redacted contact information]

[Redacted contact information]

[REDACTED]

From: Sue Seery [REDACTED]
Sent: Monday, 18 January 2016 9:47 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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Yours sincerely,

Sue Seery

[Redacted signature]

[Redacted contact information]

[Redacted contact information]

[Redacted contact information]

[REDACTED]

From: Ruth Tredinnick [REDACTED]
Sent: Monday, 18 January 2016 9:46 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

Yours sincerely,

Ruth Tredinnick

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

[REDACTED]

From: Sarah zanni [REDACTED]
Sent: Monday, 18 January 2016 9:45 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

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Yours sincerely,

Sarah zanni

[Redacted signature]

[Redacted contact information]

[Redacted contact information]

[Redacted contact information]

[REDACTED]

From: Joyce Conte [REDACTED]
Sent: Monday, 18 January 2016 9:45 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

Joyce Conte

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

From: Viola Morris [REDACTED]
Sent: Monday, 18 January 2016 9:39 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

Viola Morris

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

From: Christina Halugin [REDACTED]
Sent: Monday, 18 January 2016 9:33 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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Yours sincerely,

Christina Halugin

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

[REDACTED]

From: John Duggan [REDACTED]
Sent: Monday, 18 January 2016 9:32 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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

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

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

Yours sincerely,

John Duggan

[Redacted signature]

[Redacted contact information]

[Redacted contact information]

[Redacted contact information]

[REDACTED]

From: [REDACTED]
Sent: Monday, 18 January 2016 9:27 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

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

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

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

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

The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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

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

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

Yours sincerely,

[Redacted signature]

[Redacted contact information]

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[REDACTED]

From: Lisa Morris [REDACTED]
Sent: Monday, 18 January 2016 9:25 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

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

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

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

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

The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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

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

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

Yours sincerely,

Lisa Morris

[Redacted signature]

[Redacted contact information]

[Redacted contact information]

[Redacted contact information]

[REDACTED]

From: Lee Dobbins [REDACTED]
Sent: Monday, 18 January 2016 9:24 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

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

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

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

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

The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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

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

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

Yours sincerely,

Lee Dobbins

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

From: Emma Pierce [REDACTED]
Sent: Monday, 18 January 2016 9:23 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

The project will deposit large amounts of additional traffic into suburbs across the inner west and south-west Sydney. The failure to undertake traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. International research and experience show this is not a solution to traffic congestion.

No business case was released until late 2015, and this was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. There is no point in releasing a business case that doesn't contain this information. It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

I note that the whole WestConnex has been characterised by a lack of accountability, transparency and has instead been extremely secretive. This is unacceptable for any project funded by taxpayer money, let alone a massive one that would see communities and endangered species destroyed, thousands of people evicted from their family homes and businesses, and billions of dollars of public funds diverted from projects of greater long term benefit to NSW.

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

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

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

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

The air quality study in this EIS has similar flaws to the M4 East EIS study, which has already been criticised by the NSW EPA and Health Department as being deeply inadequate. The EIS fails to analyse alternatives apart from 'doing nothing' that would have far less impact on emissions. Research confirms that there is no safe level of fine particle pollution, which is linked to cancer and respiratory illness, and it is disturbing that the NSW Government is proposing to build a project that will worsen these impacts. Air pollution is known to be most damaging to young children and ageing people. The St Peters Interchange and its unfiltered pollution stacks are located within hundreds of metres of residential homes, schools and early childhood education and care services. The proponent's claim that WestConnex would decrease overall emissions even as it greatly increases the number of vehicle kilometres travelled (VKT) in Sydney would be laughable if the consequences for hu

man health and climate change were not so serious. There is a very real risk that government and contracting companies will be liable for air pollution related health issues in the future, in similar cases to James Hardie litigation cases in relation to asbestos.

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

The impact of hundreds of extra diesel trucks, dust and noise on communities (including the school and preschool which my children attend) across the whole project will be extreme, but is not adequately assessed in this EIS. The

cumulative effect of these should be added to the same problem with the M4 East and other parts of WestConnex, including the additional tollways the proponent is relying on to make its figures work.

The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted. There has been no consideration of the significant stress faced by families including elderly residents who have been forced to move from their long term homes and have been unable to afford to remain within their close-knit communities. For my own children, they are losing close friends from their community who did not want to leave. These children deserved the opportunity to grow up together, and have had that opportunity taken away against their parents' preferences.

This project will add to the heritage destruction already being caused by the WestConnex M4 East by destroying valuable heritage buildings in St Peters including those which featured in iconic historical children's book, "My Place" and elsewhere, as well as the environmental destruction caused by the overall WestConnex. I find it disturbing that this proposal overturns the legal protections previously given to the endangered Green and Golden Bell Frogs at Arncliffe and the CRCIF, which renders such protections meaningless.

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

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

Yours sincerely,

Emma Pierce

[Redacted signature block]

[Redacted signature block]



From: Zena Welsh [REDACTED]
Sent: Monday, 18 January 2016 9:21 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

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

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

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

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

The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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

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

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

Yours sincerely,

Zena Welsh

[Redacted signature]

[Redacted contact information]

[Redacted contact information]

[Redacted contact information]

[REDACTED]

From: Siobhan Mooney [REDACTED]
Sent: Monday, 18 January 2016 9:19 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, Department of Planning and Environment

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

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

The project will dump enormous amounts of extra traffic into suburbs across the inner west and south-west Sydney. The failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

No business case was released until late 2015, and was only released after huge public pressure on the NSW Government to do so. Even now, the document released contains so many redactions that it is impossible for anyone to independently assess it – particularly as the key redactions involve the crucial cost and revenue figures. What is the point of releasing a business case that doesn't contain this information? It is little more than yet another expensive piece of publicly funded advertising for this project that adds nothing in the way of accountability.

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

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

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

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

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

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

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

The EIS does not make any serious attempt to analyse alternatives to WestConnex, including public transport combined with other options that would be a better investment of its \$16.8 billion cost.

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

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

The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines – particularly when residents are being offered below-market prices for

their homes and businesses, and suffering high levels of distress and trauma as a result. It is also unacceptable that these acquisitions have been forced through before any planning approvals were granted.

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

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

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

Yours sincerely,

Siobhan Mooney

[Redacted signature]

[Redacted contact information]

[Redacted contact information]

[Redacted contact information]

From: Belinda Raeburn [REDACTED]
Sent: Monday, 18 January 2016 9:15 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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Yours sincerely,

Belinda Raeburn

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[Redacted address line 1]

[Redacted address line 2]

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[REDACTED]

From: Lynley Worthington [REDACTED]
Sent: Monday, 18 January 2016 9:12 PM
To: DPE CSE Information Planning Mailbox
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