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Name: Tiffany Huxley
[Redacted]

Address:
[Redacted]

St Peters, NSW
2044

Content:
Please see attached PDF submission

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Project Number SSI 14_6788.
Submission on EIS for WestConnex.

The Secretary, NSW Dept. of Planning and Environment
GPO Box 39, Sydney NSW 2001

Wednesday 27th January 2016

I strongly object to this project, and the entire WestConnex of which this is a part. I ask that this proposal is rejected on the basis of this Environmental Impact Statement (EIS).

As a resident of St Peters, I am greatly concerned about, and I object to:

- The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees and other green spaces, including critically endangered forest. One of the proposed “construction sites” to be carved out of a large area of Sydney Park (outside of the road reservation area) puts it right next to the wetlands – polluting water quality, bird breeding areas and destroying local residents’ enjoyment of the park.
- Exposing the communities of St Peters and surrounding suburbs to increased pollution from WestConnex. Residents will be exposed to dangerous levels of pollutants and fine particulates. There is no safe level of fine particulate matter, yet this project will increase these pollutants around the St Peters interchange.
- The noise, dust, traffic and pollution our children of the schools (such as St Peters Public School and Camdenville Public School) and childcare centres along the route would be exposed to if this project is built.
- The failure to seriously consider the long-term impact of WestConnex on increased carbon emissions.
- The threat posed by the new M5 to biodiversity and endangered species, including the endangered Green and Golden Bell Frog.
- The huge impact the project’s construction will have on local residents, businesses and schools. In my suburb of St Peters alone, 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, toxic materials, and more.
- No consultation with local businesses which would be destroyed by the traffic and/or the construction impacts of WestConnex.
- The compulsory acquisition of so many homes and businesses, and the impact on people in the affected communities.
- WestConnex’s failure to assess and handle asbestos correctly – I have watched large amounts removed in trucks ahead of this EIS from the Alexandria Landfill site and transported past houses in tiny local streets on its way through inner Sydney out to the western suburbs.
- The St Peters interchange and the huge amounts of extra traffic it will funnel into local streets of St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville. The increases in traffic in these areas that will result from induced demand and drivers doing “rat runs” through local streets to avoid paying tolls on the current M5 and new M5.

- There are no alternatives to WestConnex being considered that would be a more efficient, safer and more socially responsible investment of \$16.8 billion – ie. public transport, effective road management, better transport connections, employment opportunities in Sydney’s west.
- This project will make residents of western and south-west Sydney pay huge tolls and depend on cars more. It fails to provide long-term traffic solutions and employment opportunities in these areas.

There are socially and environmentally responsible, and more economical, alternatives to WestConnex that need to and should be developed. For the sake of Sydney’s social, economic, health and environmental future WestConnex should not go ahead, and other intelligent infrastructure and development options need to be conceptualised and created.

I expect you to publish this submission and send me a written response to my objections.

T. Huxley

[REDACTED]

[REDACTED] St Peters NSW 2044

Signed

Date

[REDACTED]

[REDACTED]

[REDACTED]

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Content:

THE EIS IS EXTREMELY BIASED FAVOURING ALL ASPECTS OF THE WESTCONNEX WHILST IT DOWNPLAYS BRUSHES OVER THE IMPORTANT ISSUES THAT SHOULD BE DISCUSSED

Given even a fleeting inspection of the social and economic impacts listed in the EIS report (under "Appendix M: Technical working paper: Social and economic"), it is clear that the significant economic and social impacts that will arise from the New M5 project are only superficially covered.

The report exaggerates the potential positive aspects of the project, while the negative aspects are either downplayed, insufficiently detailed or omitted altogether. Where negative economic or social impacts are identified in the report, they are inadequately addressed in terms of management or mitigation actions to be taken. Whereas the previous M4 - East EIS report included separate (yet still insufficiently detailed and inaccurate) Social Impact Assessments and Economic Impact Assessments, this report claims to deal with all social and economic impacts of the project in a single, 76 page report. The following is a brief critique of some of the major social and economic assessment flaws of the New M5 EIS.

I strongly object to the westconnex

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Content:
see attached.

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SUBMISSION TO M5 EIS

Name: [REDACTED]

Full address: [REDACTED]

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

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

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

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

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

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

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

I strongly object to the construction of WestConnex. Of particular concern to me is the widening of Euston Road. WestConnex will bring traffic to the doorstep of my home and my neighbours, greatly increasing the noise levels and destroying our hopes of ever being able to happily raise families here and enjoy the suburb we love. The Euston Road apartments are not equipped for dealing with the noise pollution of a six-lane motorway. Worst affected by this would be the residents on the corner block, because their child's bedroom would become a major intersection; the absurd WestConnex plans literally show the motorway skimming the glass window that separates the child's bed from the street. Furthermore, the Euston Road apartment owners have invested countless hours and thousands of dollars on the planning and execution of repair works to our entire block to improve our living conditions. WestConnex would ruin our living conditions. Do not build WestConnex.

I have not made a reportable political donation.

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

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Content:
The attached report is a finding on the M4 murderous treatment of the sacred ibis by leightons contractors. It follows that the M5 EIS in its diluted words and intended treatment of the green and golden bell frog will be damaging to the colony and cannot be trusted either.

I object strongly to the westconnex.

[Redacted]

[Redacted]

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TO

Submission re M4 widening – WestConnex – Destruction of Protected Species - Ibis

I make a submission in respect to the destruction of Ibis and their habitat.

The WestConnex project has made a mockery of the NSW planning process. It is the largest road project in the world costing at least \$18 billion dollars yet it remains without transparency.

WestConnex M4 Widening Land within the M4 corridor between Parramatta and Homebush SSI 6148

The EIS for the M4 widening was on public view between August/September 2014 for 30 days.

Background

Between October - November 2015 (and likely earlier) the clearing of lands for the widening of the M4 proximate to Stubbs St and Hill St towards Silverwater Road resulted in critical devastation of a large nesting population of a protected species, the Australian Sacred Ibis.

It is currently their nesting season and despite that the contractors Leightons, bulldozed a substantial amount of their breeding grounds. As a result chicks fell to the ground dying en-mass. There was nothing the mature birds could do to save them as the construction company continued to destroy these animals without rendering them any assistance until civilians, WIRES and National Parks stepped in to halt the process pending a rescue plan.

Those mature birds without nesting trees tried to find other places to nest places already struggling under the impact of this avoidable man-made mess.

Many birds were killed on the roads (at least 11 counted). The NSW Environment and Planning, basically recommended this could happen through their credits, Offset, like for like schemes but in this case the Ibis fell through a hole. You cannot convince me that these animals should die so we can drive more cars.

Discussion

The Offset scheme should focus on what it was meant to focus on the natural degradation and loss of habitat etc. and not paving the way for developers to ruin the natural environment of our city. There is a once in a lifetime opportunity to save and commit to what little natural environment we have left by the government shuns this.

The WestConnex M5 agenda is to build the road regardless using any means or loophole they can find. The NSW Government has allowed this to happen through like for like, credits and offsets to clear native vegetation including threatened and critically endangered species. In doing so the NSW Government has sidestepped their responsibility to the state allowing a free ticket for environment destruction.



(Photo by [redacted] 10/12/2015 – construction zone Adderley St, Auburn)



(Photo by [redacted] 10/12/2015 Adderley St towards M4 construction zone. The Ibis nesting tree is towards the rear of the truck)



(photo by [redacted] Ibis in tree next to nesting tree M4)



(Photo [redacted] 10/12/2015 – Ibis nesting M4 right next to an area underneath that has been cleared which can be seen in another photograph)



(Photo by [redacted] 10/12/2015 – Ibis in brackish water and along bank – M4 in background)



(Photo by [redacted] 10/12/2015 – 1.30pm westbound moving towards Stubbs St overpass from east. Ibis are white dots in middle right ground)

The Sacred Ibis – M4

This is what one citizen had to say on the heartbreaking scene they came across in October-November 2015.

"I have counted 7 dead Ibis on the M4 between the Parramatta Rd turn off and the Silverwater Rd turn off...between Church St and Homebush Bay Drive [an] entire large colony of Ibis, their chicks and nests have been destroyed.

"I witnessed the heartbreaking scene of 4 Ibis amongst decimated trees and upturned earth with a few remaining tree stumps where they tried to continue nesting. The scene was apocalyptic as these birds attempt to nest nearby huge metal machinery and a devastated landscape plus nearby 4 Ibis lay dead on the road - hit by cars due to the upheaval and entire destruction of habitat..."

The M4 Widening project noted the existence of the Ibis at page 82 of the M4 Widening Biodiversity Assessment.

- M4 Motorway near Hill Road requires specific management actions during construction to minimise impacts. Sacred Ibis breed from August to November, laying two or three eggs which are incubated for about three weeks (Brandis *et al.* 2009). Once hatched the young are dependent on their parents for a further five to six weeks (Brandis *et al.* 2009). A 40 metre buffer should be implemented around the colony during the breeding season to mitigate disturbance to adults and young. Actions which are likely to affect hydrology at the breeding site should also be avoided, because ibis are sensitive to declines in water levels during the WestConnex M4 Widening 83 Biodiversity Assessment breeding season (Brandis *et al.* 2011).

According to Ashfield Council's Ibis Information Sheet Ibis are colonial birds, this means that they naturally gather in numbers during the breeding season (usually August to December) which supports my observations in Marrickville that there is no strict breeding season between August and November as advised by the WestConnex EIS M4 Widening Biodiversity Assessment - Appendix I. Non breeding Ibis commonly congregate in a tree or trees overnight to roost (rest and sleep), but depart to feed and forage during the day. If no nests or young birds are present and it is a roosting site only, the birds can be dispersed and discouraged from roosting (Ashfield Council).

Below is an extract from page 82 of the M4 Biodiversity Assessment – Appendix I

Minimising fauna injury and mortality

To prevent injury and mortality of fauna during the clearing of vegetation an experienced and licensed wildlife carer and/or ecologist should be present to supervise vegetation clearing and capture and relocate fauna where required. Further details regarding fauna handling and vegetation clearing procedures are provided in the Roads and Maritime Biodiversity

Guidelines (RTA 2011). The following should be implemented to avoid injury and mortality of fauna:

- Allow fauna to leave an area without intervention as much as possible.
- In circumstances where the handling of fauna is completely unavoidable, best practice methods need to be followed as outlined in the Roads and Maritime Biodiversity Guidelines – Guide 9 Fauna Handling (RTA 2011).
- Include the procedures in project inductions for construction staff to implement if fauna is found or injured on site and also the importance of not feeding any wildlife that may be encountered on construction sites.
- Never deliberately kill any native fauna, including snakes, as all native species are protected under the *National Parks and Wildlife Act 1974*.
- Keep records of fauna captured and relocated.
- Report any injury to or death of a threatened species to WDA environmental staff.

At the zone I took photographs there is **no** 40 metre buffer zone around these animals and the birds are still in breeding mode. Although I couldn't see any chicks I can only imagine the majority of them met a sad demise when their environment was bulldozed. At the time I was on the public side of the fence and I did not see any signs on how to manage Ibis.

The WestConnex has given the Ibis situation no serious or binding management focus or looked into it when it was their responsibility to do so. There is no mention of independent observers or an independent group to monitor the integrity of the M4 widening they left it up to no one. It is also evident from the many bird's deaths that either the measures were not genuinely discussed or even passed on to the contractors or worse the contractors may be liable to criminal charges for deliberately harming/killing the Ibis.

It is a serious offence to harm an Ibis (a protected species) National Parks and Wildlife Act 1974 under section S98 (2) A person shall not: (a) harm any protected fauna.



(Photo by [REDACTED] 10/12/2015 – M4 road works were in action, was just off Adderley St W, between Melton and Stubbs Sts) In the above photo the trees in the background abutting the cleared area (top right) are where Ibis have nests and at least 5 Ibis spotted in two favoured trees. In the below photo at least 17 Ibis are at an uncleared grassed area (which is also part of their habitat). This site is about forty metres away from their nesting tree the birds share a brackish waterhole at lower left of picture. The M4 is in the background.



(Photo by [REDACTED] 10/12/2015 – M4 widening near Adderley St towards Stubbs St over-pass - Ibis proximity to roadworks) The work on the M4 should never have started and certainly not until the Ibis nesting season was over (extended to at least March 2016). The M4 Widening from Church St Parramatta to Homebush EIS was made public in August/September 2014. Contracts (shortlisted) were awarded in December 2014 to Leighton Holdings' company Leighton Contractors has been selected by the WestConnex Delivery Authority (WDA) to design and construct the M4 Widening, in a joint venture with Rizzani

de Eccher Australia. Leighton Contractors' share of the contract value is approximately \$150 million (Leighton media release 5/12/2014 - <https://www.leightoncontractors.com.au/news-and-media/news/leighton-contractors-selected-for-westconnex-m4-widening/>)

The project was approved by the NSW Department of Planning and Environment (DPE) subject to a number of conditions. In the DPE website their **MAJOR PROJECT ASSESSMENT (MPE): WestConnex M4 Widening Land within the M4 corridor between Parramatta and Homebush SSI 6148**, at page 65 (headed Biodiversity)

5.7. Biodiversity

Issue

The proposal has the potential to impact upon three threatened ecological communities (TEC) listed under the NSW *Threatened Species Conservation Act 1995*. Impacts to the identified TECs involve the removal or modification of small isolated areas of low to moderate condition vegetation, including:

- removal of 0.09ha of Shale Gravel Transition Forest; potentially remanent vegetation which has been exposed to disturbance and presents minimal floristic diversity;
- removal of 0.08ha of Swamp Oak Floodplain Forest along Duck River; and
- overshadowing of 0.35ha of Freshwater Wetlands, assessed as highly disturbed.

The following is all I could find in the entire document of 79 pages that mentioned the Sacred Ibis; *'The small area of Shale Gravel Transition Forest at Hill Road is currently used by the Sacred Ibis as a rookery.'*

The DPE in its report advises that in December 2014 it was currently used by the Sacred Ibis as rookery yet works commenced in or before October 2015, their breeding season.

In assessing the biodiversity impacts the DPE also concluded (p66) the Department has been mindful of project design and location limitations and the inability of the proponent to avoid the impacts described in this report. Given the generally poor and fragmented nature of the surrounding natural environment, and the small quantity of TECs impacted, the Department concludes that the proposal is unlikely to have significant biodiversity impacts. **Proposed mitigation measures** are considered to be acceptable, and the recommended **Biodiversity Offset Plan** are expected to adequately offset residual impacts.

Evidence from various approved mining and development projects reveals it is becoming increasingly clear that the (NSW Environment and Heritage) Biobanking scheme (credits, like for like, offsets - call it what you will) is subject to dishonesty and manipulation by firms applying for licences to remove native vegetation. Multiple examples here and overseas are found in a web document titled: Critical Review of Biodiversity Offset track record (Fern - <http://www.fern.org/sites/fern.org/files/Critical%20review%20of%20biodiversity%20offsets.pdf>)

Re Biodiversity offsets and like for like **at 5.8. (DPE-MPE)** titled Other Issues

It is expected that these issues would be appropriately addressed through the implementation of best practice management and mitigation measures. Where required, supplementary management and mitigation measures have been identified through further recommended conditions of approval.

The proposed mitigation measures and The Biodiversity Offset Plan as mentioned by the DPE that I have located are not relevant to the Ibis.

In the DPE website in the section Reply to Submissions M4 Biodiversity Offset Strategy there is no mention of the Ibis in the entire document only the mention of the three threatened forest types which include mangrove. At page 7 the DPE *seem to have come to a conclusion about the sites (in which Ibis are breeding but they don't mention) when it talks about Offsets and then at point 6 titled 'Supplementary measures can be used in lieu of offsets.*

It is **unlikely that supplementary measures will be required** by the project as the ecosystem credits required to fully offset the proposed development are readily available on the market at time of preparing this Biodiversity Offset Strategy.

So what actually happened to the offsets and credits and where did they go to? I have no idea. I think I'll be digging forever.

The point here is that the assessment process is completely flawed as it has gone from one document (EIS Biodiversity assessment App I) talking about the Ibis breeding season and their proper management then to another mentioning (only once) the bird as breeding in Threatened Species habitat (the Shale Gravel Transition Forest) then to the DPE document addressing biodiversity from public submissions where the Ibis is not mentioned at all.

Conclusion

I have not seen evidence of any effort by the WestConnex to help the Sacred Ibis in fact all I've seen and heard about is the opposite.

The WestConnex EIS and the DPE (both NSW Government departments) response to public submissions have followed a callous path to the destruction of the Sacred Ibis and their habitat where it could have waited. It had no integrity or merit in its process.

I cannot trust the WestConnex Biodiversity Reports or any other report (heritage, vibration, ventilation, oversight) by the WestConnex because they serious underplay then dismiss the immensely important issues at hand to ensure the road it built. □□□□□□

The WestConnex cannot abrogate its responsibility to any issue of concern by saying the contractors are responsible or duck shoving it to another area. However the overarching responsibility for this mess is solely in the hands of the NSW Liberal Government which has done nothing to answer genuine public concerns including the lack of transparency for our health, the fauna and flora environment, Sydney's health, and our heritage.

Therefore I submit that the WestConnex and Leightons Contractors are responsible for the destruction of Ibis and should be accountable.

I submit this request for your consideration.



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Anthony Gibbins
[REDACTED]

Address:
[REDACTED]

Alexandria, NSW
2015

Content:
Hello,

My name is Anthony Gibbins. I live in [REDACTED] Alexandria and this is my submission regarding the West Connect.

Unlike many unfortunate people, the West Connect will not effect the actual building in which I live, but it will have significant negative consequences for my neighborhood.

It is not at all difficult to build a case against the West Connect. I have seen the submissions of many other individuals and organisations opposed to the West Connect - including Sydney Council - that are far more detailed than mine will be. I have no doubt that the building of the road is a mistake. What I wish to point out here are more personal observations.

Firstly, I have been told that the road is going to be built. I was told by employees of the planning department that the road `will be built' long before the EIS submissions had been required, let alone read. I was told by an employee of the planning department that it would be built because `Mike Baird' wants it to be built. I personally think that whether or not the premier wants a road built should be irrelevant to the independent organisation entrusted with the responsibility of examining the EIS.

I have an acquaintance that knows the planning minister, Rob Stokes, quite well. She says he is a lovely man. She asked him about the building of the West Connect and he said that he was personally apposed to it; that it was backward thinking in this day and age to build such a road. She then told me that he said that he was powerless to interfere because Duncan Gay wanted it to go ahead, and roads was Duncan's area of influence. I interpreted this differently than she did. I read this as Rob not wanting to `rock the boat' within his own party, and putting this ahead of his responsibilities as planning minister.

On the subject of Duncan Gay, he seems ill-equipped to make decisions of this magnitude. In a televised interview he said that only `hippies' objected to the building of the road, and made it clear that `hippies' did not deserve to have their opinions taken into consideration. In all of the literature released by the government and the company building the West Connect, none of it acknowledged ANY of the many negatives effects of the project. This is anathema to genuine debate and transparency.

I imagine the organisers of the West Connect will continue to praise themselves for the `high' level of community consultation they say they have undertaken. This is a completely deluded version of the truth. I attended two community information days, and on both occasions was shocked at how little anyone could or would tell me. Over and over again I was told - and this was the experience of others I spoke to also - that X could help you with that question. After waiting for ten minutes for X he or she would send you to Y who would send you to Z who would try to send you back to the person you began with. Here is a transcript of an actual conversation:

Worried Resident: What is going to happen to the cars after they enter onto Euston Rd? Where will they go after the lights?

WCGuy: I do not have that information. X can help you with that.

Me: No, actually, she can't. I've just been speaking with her and she does not know.

WCGuy: Well, Y can help you then.

Me: No, he can't. I spoke to him and he sent me to X.

WCGuy: Well I don't know.

[Residencts then asked another three questions that WCGuy said he was unable to answer].

Me: This is not really working. Perhaps you could tell us what you do know and we could ask you about that.

WCGuy: I have an overview knowledge of the entire project. (Long pause - I did not interrupt).

Me: That is a little vague to be helpful. Could you please be more specific about what you actually know?

WCGuy: Why don't you ask me questions and I'll answer them if I can.

Me: We've tried that and it obviously isn't working.

[At this point WCGuy simply walked off].

So, the above question concerning Euston Rd. What a joke. NO ONE involved in the construction of West Connect could tell us what was going to happen to the 55,000 additional cars estimated to be using West Connect daily. No one! EVERYONE was super sympathetic and made a show of empathising with how terribly frustrating it must be. But NO ONE had an answer. Anyone with a brain and half an eyeball could see that there needed to be a plan in place for these extra cars, and yet - as far as I can tell - there still is not one. It is absurd.

Before I go I'd like to say what I really think. I think the road, if it goes ahead, will do great damage to our neighborhood and beyond. It will rip up trees, steal land from the park, force families to move, generate more cars on our roads and - potentially - destroy King Street. And, I don't think the powers that want this road built really care. At my more cynical moments I think of Duncan Gay's `hippies' remark and wonder if - indeed - he revels in the idea. Afterall, he does not live in the area, and the good folk who do live here tend not to elect his buddies in the Liberal Party.

There is SO MUCH more to be said, but I know that others are saying it. The case against the road is so strong. The decision made will not only determine the future of the project. It will also send a signal as to whether the EIS procedure has any genuine credibility. I hope you make the right decision.

Anthony Gibbins

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

▪

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Me: No, actually, she can't. I've just been speaking with her and she does not know.

WCGuy: Well, Y can help you then.

Me: No, he can't. I spoke to him and he sent me to X.

WCGuy: Well I don't know.

[Residents then asked another three questions that WCGuy said he was unable to answer].

Me: This is not really working. Perhaps you could tell us what you do know and we could ask you about that.

WCGuy: I have an overview knowledge of the entire project. (Long pause – I did not interrupt).

Me: That is a little vague to be helpful. Could you please be more specific about what you actually know?

WCGuy: Why don't you ask me questions and I'll answer them if I can.

Me: We've tried that and it obviously isn't working.

[At this point WCGuy simply walked off].

So, the above question concerning Euston Rd. What a joke. NO ONE involved in the construction of West Connect could tell us what was going to happen to the 55,000 additional cars estimated to be using West Connect daily. No one! EVERYONE was super sympathetic and made a show of empathising with how terribly frustrating it must be. But NO ONE had an answer. Anyone with a brain and half an eyeball could see that there needed to be a plan in place for these extra cars, and yet – as far as I can tell – there still is not one. It is absurd.

Before I go I'd like to say what I really think. I think the road, if it goes ahead, will do great damage to our neighborhood and beyond. It will rip up trees, steal land from the park, force families to move, generate more cars on our roads and – potentially – destroy King Street. And, I don't think the powers that want this road built really care. At my more cynical moments I think of Duncan Gay's 'hippies' remark and wonder if – indeed – he revels in the idea. After all, he does not live in the area, and the good folk who do live here tend not to elect his buddies in the Liberal Party.

There is SO MUCH more to be said, but I know that others are saying it. The case against the road is so strong. The decision made will not only determine

the future of the project. It will also send a signal as to whether the EIS procedure has any genuine credibility. I hope you make the right decision.

Anthony Gibbins

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Kieran Power
Organisation: Sentient Legal (Director)

[Redacted]

Address:

[Redacted]

Alexandria, NSW
2015

Content:
Please see uploaded document

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

▪

SUBMISSION TO M5 EIS

Kieran Power

Of [REDACTED], Alexandria, NSW, 2015

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

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

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

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

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

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

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

WestConnex will do nothing but detract from the liveability of Alexandria and its surrounding suburbs. Sustaining and enhancing communities such as Alexandria should be the government's number one priority and not destroying those communities with repugnant developments such as WestConnex which will only cater to unsustainable traffic.

I have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Content:

I strongly oppose the WestConnex at St Peters. The streets around here are already congested with cars as it is mixed residential (at high density) and industrial and it is just as busy on weekends if not worse. We also have to contend with aircraft noise. There is good public transport in Sydney and the money is better spent on improving public transport or other projects entirely such as housing and mental health services urgently required. Sydney Park has just been finished after works taking over 2 years so it would be very disappointing to see it become part of a construction site again or loss of green area for public use (that rate payers pay for). Sydney Park is a beautiful area and it would be devastating to see a motorway built alongside it. We do not need more toll roads - just better public transport which encourages more use. Better public transport means more jobs, more buses and trains, making it safer and more accessible also for disadvantaged commuters.

[Redacted]

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

Content:
Dear Sir / Madam

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

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

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

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Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to

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

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

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

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

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

[Redacted signature block]

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[Redacted]

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Content:

SOCIAL AND ECONOMIC IMPACT BREEZED OVER

For the M4 East, AECOM conducted an economic impact study (criticised as inadequate by local Councils and residents) but hired a consultant to do the social impact study. This study was inadequate but did at least acknowledge the significant stress and psychological impacts on residents of loss of community, the psychological impacts of being forced to move away from your social networks and the stress of living with years of construction and loss of social and visual amenity. However for the New M5 AECOM did not even bother with that and simply rolled the social and economic impact into one It claims to have carried out out a cumulative assessment of direct, indirect, and cumulative social and economic impacts of the project on communities, residents, businesses, users of education, health, open space and other community facilities and road users and to have identified means of mitigation.

[Redacted]

[Redacted]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

The lives of many thousands of people would be negatively affected by the New M5 project. Many have already been disrupted and experienced the severe stress of the threat of losing homes and community. Some renters in St Peters have already been evicted from their homes , forced to leave the friends and the community they loved, long before the EIS was even lodged. Homeowners have been notified that they have less than three months to negotiate a settlement with RMS before their property is seized. Others are living in fear of the intense noise, dust and large-scale construction that will surround them for years or are worrying about what it would be like to be live beside a massive tollway. As Kathy Calman told a packed meeting in Erskineville last night, she and her neighbours have watched in distress as the vegetation they grew to protect themselves against the noise and visual impact of the old M5 being ripped down. Gone too are the old noise walls exposing her community once again to months of road construction near the entrance of the New M5 project.

[REDACTED]

[REDACTED]

▪

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Lyn Hespe
[Redacted]

Address:
[Redacted]

Newtown, NSW
2042

Content:
I am opposed to this development in its entirety. The money should be funneled into improving public transport. The extension through St Peters will dislocate the neighbourhood and a 24 hour clearway on King Street will kill business. King St will be another Parramatta Road at Leichhardt, dead and desolate.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

▣

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Kathryn Calman

[Redacted]

Address:

[Redacted]

Beverly Hills, NSW
2209

Content:

I strongly object to the New M5 and the entire WestConnex project

[Redacted]

[Redacted]

[Redacted]

[Redacted]

▪

Secretary
NSW Department of Planning & Environment
GPO Box 39, Sydney NSW 2001

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

Social and Economic Impact Volume 1B – Chapter 15 and Appendix M

I strongly object to the project, and to the broader WestConnex scheme. The social and environmental impacts described in the EIS are unacceptable and far outweigh any alleged benefits of the project.

The importance of Community Values. Westconnex wants to destroy the very things we value – our enjoyment of our parks and greenspaces. The loss of significant trees. In a highly urban environment, the limited greenspace remaining is precious. Instead, what is planned for visually divisive motorway operation complexes, spaghetti interchanges and huge unfiltered exhaust stacks that are a constant reminder of the danger to our health.

The style of wording contained in the *Social and Economic Impact Report* is NOT the impartial assessment of a project determining ‘given these social impacts, should the project go ahead?’ but instead ‘assuming the project goes ahead what will the impact be?’

Given this is a \$17 Billion project - and that over one million people are highly impacted in one or more ways - it is damning that there are no real actual benefits to the community.

1 The Social and Economic Report (Report) states:

“Construction and operation of the project is expected to have social and economic benefits and impacts on communities and groups within and in the vicinity of the project corridor. The purpose of the Social and Economic Impact report (Volume 1B – chapter 15 and Appendix M) is to identify and assess these impacts and to identify management and mitigation measures to address these impacts”.

“The assessment needs to provide an overview of the existing social and economic environments in which the project is located and the communities and businesses impacted (positively and negatively) by the project. The potential impacts are the outcome of the interaction between the project and the existing environment and are considered from local and regional perspectives”.

It is noted from the Report that *“The preparation of the Social and Economic **did not** include direct consultation with businesses, individuals, community groups or industry. The primary research was limited to that undertaken by the project community consultation team and desktop inquiries”.*

The WestConnex community consultation team has been strongly criticised for incomplete and misinformation to the public.

When the EIS refers to ‘community consultation’ it might be referring to what many members of the community have experienced as inadequate information provision. Some ‘facts’ may also be selected rather than others because they promote the case for the Westconnex. For example, for the KGR Interchange, only two of the fifty residents involved in the voting regarding the

transparent noise walls voted for the 28 meter option. Both these residents later admitted that they had not considered that this view would be of 12 lanes of motorway and had since changed their minds. There was an overwhelming support to reinstate the noise walls as existing (ie concrete) as per the contents contained in the EIS. WestConnex Community Liason staff are now informing callers to the info line that there is support for 'transparent walls' to allow more light. This is a misrepresentation of fact.

The Secretary of the NSW Department of Planning and Environment (DP&E) has issued a set of environmental assessment requirements for the project.

SEAR	Where addressed
A description of the existing socio-economic environment.	Section 15.2
Social and economic impacts to businesses and the community within the vicinity of the proposal, with associated property acquisition, traffic, access, property, public domain and open space, and amenity and health related changes (including the broader regional impacts associated with the closure of the Alexandria landfill site should this be part of the proposal).	Section 15.3
An assessment of the impact of the proposal on community facilities, including open space and recreational facilities. The assessment must include the use of existing facilities impacted by the proposal, and options and opportunities for the relocation and / or reconfiguration of the community facilities, both temporary and permanent.	Section 15.3
Impacts on directly affected properties and land uses, including impacts related to access, land use, settlement and subsidence associated with tunnel excavation, property acquisition (including relocations and expenses for those properties acquired) and amenity related changes.	Section 15.3 Chapter 13 (Land use and property) Chapter 19 (Groundwater)
Where there are potential impacts to the OEH estate reserved under the National Parks and Wildlife Act 1974 or where the proposal is located upstream of OEH estate, an assessment of the matters to be considered outlined in the <i>Guidelines for developments adjoining land and water managed by DECCW</i> (DECCW, 2010a).	Chapter 13 (Land use and property)
Opportunities for local centre and street revitalisation near the St Peters interchange.	Appendix L (Urban design report)
Potential impacts on utilities (including communications, electricity, gas, and water and sewerage) and the relocation of these utilities.	Chapter 13 (Land use and property)
A draft Community Consultation Framework identifying relevant stakeholders, procedures for distributing information and receiving/responding to feedback and procedures for resolving stakeholder and community complaints during construction and operation. Key issues that must be addressed in the draft Strategy include: <ul style="list-style-type: none"> • traffic management (including property access, pedestrian access), • landscaping/urban design matters, • construction activities including out of hours work; and • noise and vibration mitigation and management. 	Appendix E (Draft community consultation framework)

2 Description of the existing socio-economic environment

“Defining the relevant study area for the social and economic impact assessment, taking into account the extent or scale of the potential impacts of the project, including both direct and indirect impacts, and the context of the area surrounding the project.”

“This section is required to accurately report on **all** the sensitive receivers that are impacted”.

“The latest ABS Population statistics estimated resident population in 2013 was 660,000 people DP&E (Department of Planning and Environment, 2014) estimated that the population of the study area will reach approximately 850,000 residents in 2031. Between 2011 and 2031, it is estimated that Canterbury LGA will experience the smallest growth, with the population growing by 25 per cent over this period. Over the same period, Sydney LGA is projected to experience the greatest growth, with the population growing by 49 per cent.”

Within the **Educational facilities** section there are a number of schools and day care centres that are **MISSING** from the list. The omission of sensitive receivers from this list is not acceptable. The missing schools identified to date are:

- Our Lady of Fatima Primary, Caroline St Kingsgrove
- Bexley North Primary
- Kingsgrove Primary, Caroline / Stoney Ck (Impacted also by higher traffic on Stoney Ck)
- Kingsgrove High, Kingsgrove Rd / Stoney Ck (Impacted also by higher traffic on Stoney Ck)
- Babies Oasis (Day Care centre) Kingsgrove Ave
- St Pius, St Peters
- St Peters Community Preschool
- OOSH St Peters
- St Peters Playgroup
- Eskinville Primary
- And apparently more

Table 15-2 Educational facilities within the immediate vicinity of the project

Project area	Child care facilities	Primary schools	High schools	Tertiary education facilities
Western surface works	<ul style="list-style-type: none"> • Active Kids Beverly Hills • Active Kids Narwee • Barfa Bear Child Care Centre • Footsteps Early Learning Centre • Footsteps Early Learning Centre Oosh School Care • Kingsgrove World of Learning • Kids Oasis Childcare Centre 	<ul style="list-style-type: none"> • Regina Coeli Catholic Primary School • Beverly Hills North Public School • McCallums Hill Public School 	<ul style="list-style-type: none"> • Beverly Hills Girls High School • Kingsgrove North High School • St Ursula's College Catholic Girls High School 	None in proximity to the works
Bexley surface works	None in proximity to the works	<ul style="list-style-type: none"> • Clemton Park Public School 	None in proximity to the works	<ul style="list-style-type: none"> • Booth College, School for Christian Studies, Bexley North (Salvation Army)
Arncliffe surface works	<ul style="list-style-type: none"> • Busy Bee Long Day Child Care Centre • Do Re Mi Long Day Care Centre 	<ul style="list-style-type: none"> • Arncliffe Public School • St Francis Xavier's Catholic Primary School 	None in proximity to the works	None in proximity to the works
St Peters interchange	<ul style="list-style-type: none"> • Active Kids Mascot • Building Blocks Early Learning & Child Care Centre Alexandria • Sydney Park Child Care Centre • Lady Gowrie Child Centre Newtown • Camdenville Public School Preschool 	<ul style="list-style-type: none"> • Camdenville Public School • St Peters Public School • Newtown Public School • Alexandria Park Community School (kindergarten to year 12) 	<ul style="list-style-type: none"> • Alexandria Park Community School (kindergarten to year 12) • Tempe High School • Newtown High School of the Performing Arts 	<ul style="list-style-type: none"> • Sydney TAFE Design Centre Enmore

Within the **Sports and Recreation Section** it is concerning that **sporting fields are MISSING** from the list. These parks are in CLOSE PROXIMITY of an unfiltered exhaust stack and tunnel portals:

- Clempton Park Kingsgrove
- Beverly Hills Park

- Cahill Park Arncliffe
- Bennet Park Roselands
- Beaumont Park Bexley North

Together with Kingsgrove Avenue Park, there are thousands of kids that play sport each winter weekend. Without an adequate measurement of air quality, the community is rightly concerned that kids breathing heavily during sport the concentrated toxins of a 9km tunnel.

This is an extraordinary omission and determines that insufficient analysis has been conducted both in the Social Impacts and Air Quality impacts.

Park / Recreation Area	Location	Impacted
Wolli Creek		
Cooks River		
M5 Linear park	Beverly Hills / Kingsgrove / Bexley Nth	Impacted
Bennet Park – sports fields	Roselands	MISSING FROM LIST
Beverly Grove Park	Kingsgrove - M5 Linear park	10.7 hectares acquired. 2.6 hectares remain
Forrester Reserve	M5 Linear park	
Kingsbury Reserve	M5 Linear park	
Kingsgrove Avenue Reserve	Bexley North	Impacted by unfiltered stack
Canterbury Golf Course	Kingsgrove	Partially acquired
Clempton Park – Sports Fields	Kingsgrove	MISSING FROM LIST - highly impacted by unfiltered stack
Beverly Hills Park – Sports Fields	Beverly Hills	MISSING FROM LIST - highly impacted by unfiltered stack
Beaumont Park - Sports	Bexley North	MISSING FROM LIST
Kogarah Golf Course	Arncliffe	Significantly acquired
Barton Park Public Driving Range	Arncliffe	
Riverine Park (Baseball & playing fields)	Arncliffe	
Banksia Field	Arncliffe	
Eve Street Wetlands – off limits to public	Arncliffe	
Cahill Park – Sports Field	Arncliffe	MISSING FROM LIST - highly impacted by unfiltered stack
Sydney Park	St Peters	3 ½ acres acquired
Simpson Park	St Peters	
Camdenville Park – Playing fields	St Peters	
May St Park	St Peters	

Table sourced from Chapter 10 – Air quality.

Table 10-16 Summary of RWR receiver types

Receiver type	Number	% of total
Child care / pre-school	25	0.05%
School	129	0.28%
Further education	9	0.02%
Aged care	14	0.03%
Residential	41,579	89.96%
Commercial	2,210	4.78%
Industrial	1,468	3.18%
Hotel	29	0.06%
Park / sport / recreation	136	0.29%
Public services	11	0.02%
Community	13	0.03%
Medical	101	0.22%
Religion	80	0.17%
Construction site	22	0.05%
Other	393	0.85%
Total	46,219	100.0%

The omission of schools, day care centres and sports fields that are directly impacted by construction and / or operations is concerning. It is also concerning that high impact suburbs – Bexley North and Arncliffe were not included in the introductory section of the report. – *“As the majority of the project would be in tunnels, physical and direct impacts would be limited to areas close to the western (ie at Kingsgrove and Beverly Hills) and eastern (ie at St Peters) extents of the project and at other locations where temporary (construction) and permanent (operational) surface infrastructure facilities are proposed for the project”*

It is therefore reasonable for the community to have **NO CONFIDENCE** in the completeness and accuracy of this Report.

On the grounds that the Social Impact assessment is profoundly inadequate, I strongly object to the New M5 and the WestConnex project in entirety.

3 Defining the Social Impacts

3.1 Amenity and health - construction

“Amenity contributes to a community’s identity and its sense of place. Amenity impacts during construction would include factors that affect the ability of a resident, visitor or business owner to enjoy their home, business and/ or daily activities. These impacts may affect individuals in private homes, as well as the general public’s use of educational facilities, shopping centres, cultural, sport and other recreational facilities.”

“Increases in noise and vibration associated with construction works, including increases in road traffic from construction vehicles and the construction workforce

- Increased dust and air emissions associated with surface disturbance and / or the handling, transport and disposal of soil, as well as vehicular emissions from construction vehicles
- Changes in visual amenity due to the introduction of construction compounds or activities
- Changes in traffic volumes and air quality resulting in changes in the health of residents and road users”.

Then the comment

“The majority of construction activity would occur underground, which would limit the extent of amenity impacts along the project corridor. Impacts would mainly arise at the locations of surface works, in proximity to construction sites and compounds and along transport routes used by construction traffic.” Coupled with the introductory comment *“As the majority of the project would be in tunnels, physical and direct impacts would be limited to areas close to the western (ie at Kingsgrove and Beverly Hills) and eastern (ie at St Peters) extents of the project and at other locations where temporary (construction) and permanent (operational) surface infrastructure facilities are proposed for the project”*

This is a deliberate attempt to downplay the extent that construction will have on the community. No consideration has been taken into account to the noise and vibration that will occur with tunnelling activities, as well as significant construction vehicles through residential streets.

It does not include the cumulative impacts of air pollution that will envelope the entire region.

3.2 Mitigation

Construction

“A community involvement plan would be implemented to provide timely, regular and transparent information about changes to access and traffic conditions, details of future work programs and general construction progress throughout the construction phase of the project. Information would be provided in a variety of ways including letter box drops, media releases, internet site, signage and a hotline”.

Thousands of homes, schools, and businesses will be affected by significant noise during construction and / or operation to a level that can damage health, while mitigation is recommended for some, no details are provided. Westconnex will provide no detailed plans until after approval, and in some case until after construction begins.

As a standard that is now known to expect – work has already been set with the King Georges Rd M5 Interchange, where temporary noise walls had been promised during construction. It is unreasonable for residents to accept that thin plywood can pass as ‘noise walls’. It is also unreasonable for residents at Beverly Hills to accept the duration for noise walls to be down for 14 weeks (in sections) to find ALL noise walls are removed and have been down for 4 months – with some time yet for reinstallation.

On the basis that Westconnex have demonstrated a lack of effort in addressing high noise impacts to residents, I reject the new M5 and the entire WestConnex project.

3.3 Amenity and health - operational

On Completion of the project, there will be significant impacts on over a million people that will impact on the enjoyment and connectivity of their homes and suburbs:

- Loss of own or neighbours homes including heritage homes
- Loss of businesses impacting local employment opportunities
- Significant loss of parks, trees and greenspace – contributing to the heat island affect

- *Significantly increased traffic on local roads inhibiting residents ability to navigate within suburb*
- *Increased traffic noise on local roads causing sleep disturbance and inability to open windows*
- *Increased traffic noise from the motorway likewise causing sleep disturbance*
- *Increased pollution from unfiltered exhaust stacks and from induced traffic impacting health*
- *Increasing incidence of pollution hot spots.*
- *Continued car dependency due to lack of public transport investment*
- *Lack of independence for non-drivers, remaining reliant on parents or family for transport.*
- *Visually divisive motorway structures dominating our suburbs*
- *Demonstrated lack of commitment for urban rehabilitation that benefits the community*
- *Lost opportunity to have invested in public transport that would have made Sydney great and benefited millions of people (not just the financiers and toll road operators).*
- *Lost opportunity to divest more freight onto rail rather than road*

The loss of sense of place. The loss of the amenity and enjoyment of our homes and suburbs. The loss of those things that a community holds most dear, that loss being our parks and trees. The dominant obtrusive motorway operation complexes . Unfiltered exhaust stacks.

The cumulative impacts of decades of successive road projects has on communities has not been factored into the Social Impacts.

4 Benefits

It's quite damning for a \$17 billion project that a search for 'benefits' yielded minimal results for the one million people that are impacted by the overall project.

This is about the only section found:

"The long term impact of the project on property values would be influenced by the long term benefits of the project as perceived in the land and property markets, arising from general overall improvements in amenity, including improved air quality, reduced traffic noise and improved road safety on local surface roads as traffic is diverted from them to the new tunnel".

Let's look at each of these 'benefits'

- **Property values?** - are always lower near major roads and higher near public transport. With a "value decline" for 10's thousands households across the route, can these residents expect payment to compensate for loss the loss of value caused by Westconnex, ie a reverse to 'value add' proposals?.
- **Improved Amenity?** - Westconnex will impose a significant loss of amenity with the fracturing of community through acquisitions, the "Berlin Wall" impact of noise walls, the resumption of parks and a significant loss in trees and greenspace – replaced with a polluting road. The minimalistic cheap urban landscape designs returned to the communities, such as witnessed by the KGR Interchange designs. Traffic noise resulting in inability to open windows and in some highly impacted areas, unable to even use their backyard. Amenity?
- **Air quality improvement?** Nine unfiltered exhaust stacks located near schools, homes and playing fields. An additional 50,000 vehicles per day to be absorbed on the western end local roads will exacerbate an already congested and polluted environment and 60,000 at the Eastern end. We should be addressing the existing dangerous levels of pollution people are currently exposed to. It is not acceptable to identify that an area that is already exposed to high pollution levels, and thus a 'little more' is a negligible impact. What an extraordinary attitude, particularly in light that there has been a 68% increase of deaths in

Australia from pollution between 2005 and 2010. <http://www.smh.com.au/federal-politics/political-news/air-pollution-takes-toll-on-australian-lives-economy-oecd-report-20140522-38rre.html#ixzz3y4EmFZDb>

- **Reduced traffic noise?** Can only be set to increase, as no attempt to reduce traffic volumes on our roads is being undertaken. Quite the converse. Other infrastructure projects seemed designed to further increase traffic volumes (such as the closing of the Bankstown Train line for 11 months). Alleged mitigation measures, such as the 'quiet' road surfacing is only short term as it wears away. There is also no effort to pass legislation to catch and fine excessively noisy vehicles.
- **Improved Road safety of local roads?** With our local roads modelled to expect significant increase in traffic – 50,000 additional on the Western end and 60,000 in the Eastern end, how is local road safety being improved? Key local roads expected to absorb such high additional daily capacity will result in an increase of rat runners through the more residential streets.
- **Cycling at Kingsgrove** – the EIS has also stated improvements. What? Reducing size of Beverly Grove Park. Destroying all the trees. Destroying the Cooks River Clay Plain scrub forest. Replacing the current walkway view of trees with a transparent noise wall as an opportunity to 'enhance the motorists experience'. Removing the cycle lane off the legacy M5, expecting these proficient riders to mix in with recreational cyclists including small children. Installing an unfiltered exhaust stack as a constant reminder of the health impacts.
Sorry – please explain where are the unstated 'benefits' for Kingsgrove cyclists.

And then this comment contained in the EIS:

“The provision of a new motorway standard connection between St Peters and Kingsgrove, and the possible future connection to the rest of the WestConnex program of works, is likely to increase the desirability of residential, commercial and industrial developments particularly around motorway access points. This improved connectivity and reduced traffic congestion may make some areas more desirable for living and working than is currently the case. Changes in desirability are likely to gradually affect the nature and scale of development around key project connection points over time”

Location of residences close to major roads are regarded as a **dis-amenity** due to pollutant emissions, high traffic noise, loss of amenity with acquisition of parks and greenspaces, loss of aesthetics with dominant motorway operation complexes. The above statement contained in the EIS is nonsense. All impacted residents and businesses should be entitled to a 'value-loss' to compensate.

5 Community Values

“The identification of community values was also undertaken using local councils' community strategic planning documents. These values were identified to aid the assessment of potential social and economic impacts, provide insight into how the community may perceive these impacts, and assist in the assessment of indirect impacts on community identity, cohesion and sense of place.”

The Councils contribution to the values that the various communities have is quite accurate.

There has been no effort to link these community values to any alleged benefits that Westconnex will bring to our communities. It is a requirement to address community values in infrastructure design.

Road

The social and economic study area is characterised by a number of major motorways and arterial roads. The extensive road network means that travel by car is common. Car trips (as a driver or passenger) were the most common mode of travel to work in Canterbury (71.8 per cent), Hurstville (67.3 per cent), Rockdale (68.1 per cent), Botany Bay (68.1 per cent) and Marrickville (48.9 per cent) LGAs. Car trips (as a driver or passenger) were the second most common mode of travel in Sydney CBD, behind walking, accounting for 30.4 per cent of total trips to work.

The result of 30 years neglect of public transport has meant that public transport has not kept pace with the changing employment patterns of Sydney workers. For people that do not work in the CBD, the lack of reasonable transport has forced people to commute by car.

It is obvious that commuters prefer public transport. Three recent examples.

- The reduction of train fares at Green Square and Mascot has resulted in a significant increase in patronage. What was empty stations for 10 years due to outrageous fares now are bustling stations.
- The increased use of the Inner-West Light Rail with patronage up 60% from last year with 90 extra trips planned.
- Gold Coast Light Rail. This is also an excellent example that it is the provision of public transport that aids the performance of the road network. The parallel Gold Coast Hwy performance has improved.

It is so obvious that Public transport is enormously popular. As a heavy user of Public Transport throughout the week and weekend, at various times of the day, there is high patronage of our rail system.

I object to the New M5 and the Westconnex project in entirety. The strategic justification is weak and inconsistent with the NSW Governments Strategy planning and policy framework.

I consider that is a false claim that WestConnex was front and centre of the NSW Transport Master Plan 2012, when it is painfully obvious that it was shoehorned into the document in 2013. The inclusion of WestConnex in this document contradicts the main objective – to reduce car dependency, promote active transport, and enhance the livability of our suburbs.

There has been **no** compelling case for Westconnex to be built. It is shocking that the Sydney Motorway Corporation has now admitted that the New M5 will not work as a stand-alone project. It is also shocking that Sydney Motorway Corporation have advised that their traffic model does not function properly and presents results that can be misleading.

This is extraordinarily poor planning to plunge into a road project with inadequate assessment that then it is discovered that a myriad of more and more expensive toll roads, and more and more road widening in a desperate effort to make it work. This is extraordinary poor planning, and thus reasonable for the community to consider that this is road planning on the run.

WestConnex claim the main purpose of the project is for the transport of freight from Port Botany. Yet the new M5 does not go anywhere near Port Botany. It is now relying on an extension – the Sydney Gateway for this route. The concern with this extension is the impact this will have on the existing rail freight line.

It is reasonable for the NSW Public have a right to know the full costs and the full extent of the motorway plans for an informed decision if this is what the Public want for Sydney, and whether the social, environmental and financial impacts are worth it. Not by section with alleged benefits stated from the overall project, but the impacts limited to just that section.

I consider that the lack of proper initial assessment and the lack of gateway reviews has resulted in the wrong infrastructure project being selected for Sydney. We have seen how popular the Inner-West Light rail, with an increase of patronage at 68% for the past year requiring an additional 90 services required. This is the sort of projects that enable Sydney to get moving, without the huge Social and Financial costs.

I strongly object to the entire WestConnex project as 33 km of communities are expected to give up the amenity of their suburbs for a road project that fails to meet any of its objectives.

Kathryn Calman

Beverly Hills

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Content:
Please see attached file.

[Redacted]

[Redacted]

▪

SUBMISSION TO M5 EIS



I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

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

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

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

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

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

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

ADD YOUR OWN COMMENTS HERE:

This is an incredible, and reckless waste of the NSW and Federal tax payers' money. \$16.8bn, which is \$10bn more than first announced. The latest information that has come to light from Westconnex themselves is that this project will not work unless the other parts of the project are approved.

We've also been led to believe that the objective of this project is to terminate at the Airport and Port Botany precincts. However this road goes nowhere near either of them.

My family's quality of life will also be directly impacted through increased air/ noise pollution, and traffic congestion, which is already bad in Erskineville during peak hour and on weekends.

The money for this project would be better served in improving public transport and traffic management in the inner city area. Also why are you not investigating at extending the existing M5 tunnel directly to Port Botany?

I have / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Linda Carmichael
[Redacted]

Address:
[Redacted]

Enmore, NSW
2042

Content:

I am a resident of Edgware Road Enmore and my home is going to be directly affected by the proposed St Peters Interchange and the "upgrade" of the intersection at Bedwon/Campbel/May/Unwins Bridge Rds.

Though out the community consultation process I have attended forums, public information sessions, read all the documentation on the Westconnex website, collected brochures, spoken to the WestConnex information phone line and made email requests for information.

My constant question has been "what will be the impact on Edgware Road of the St Peter's interchange". Every time I have asked the question I have been told that there will be no impact, traffic will remain the same and there is no intention by the RMS to impose parking restrictions or other measures to promote or alleviate any traffic flowon from the new interchange.

Yet the appendix New M5 EIS_Vol 2B_App G_Traffic and Transport clearly states that traffic in my street will INCREASE when the St Peter's interchange opens. And not only will traffic on Edgware Road increase, but traffic on all surrounding streets will increase.

The EIS states:

"10.3.3.2 Routes adjacent to the study area

Table 107 indicates the changes in peak hour traffic volumes on routes adjacent to the study area with and without the project in 2021.

Increased peak hour volumes are forecast along Railway Road, Euston Road (north of Sydney Park Road), Edgware Road and Gardeners Road in both peak hours. Similar or slight reduced peak hour volumes are generally forecast along King Street and Princes Highway (south of Railway Road) in the both peak hours.

Table 108 indicates the changes in peak hour traffic volumes on routes adjacent to the study area with and without the project in 2031.

A similar pattern to 2021 is indicated. Increased peak hour volumes are generally forecast along Railway Road, Euston Road (north of Sydney Park Road), Edgware Road and Gardeners Road in both peak hours. Reduced peak hour volumes are forecast along Princes Highway (south of Railway Road), while similar or reduced flows along King Street northbound and increased flows along King Street southbound are forecast, in both peak hours."

While traffic through the interchange is expected to reduce travel time by 1-3 minutes, all local traffic routes around the interchange are expected to experience an INCREASE in traffic and congestion. Table 107 indicates a traffic increase of 24% by 2021 and Table 108 indicates an increase of 42% by 2031.

By what measure is this a good outcome? Build multiple toll roads that will cut through communities, destroy local amenity,

increase pollution, costs and degrade quality of life in large areas of Sydney for a potential saving of 1 minute in a journey that the report doesn't even identify where that journey is from or too? And then acknowledge that the cost of that 1 minute will be a 42% increase in traffic around the toll roads?

As far as I can tell from reading the EIS the "vision" for Sydney and Enmore and the rest of the inner west is nothing but roads. Public space is being sold off to accommodate a road, people's homes are being sold off to accommodate a road, private businesses are being funded by the sale of public assets to build and run the roads. And if the private businesses decide that the road is not profitable (and we know from past experience that running a road isn't where the money is - Cross City Tunnel and Lane Cove Tunnels a case in point) then the government will be forced to buy back what should never have been handed over in the first place. We as a city will be left without the parks, communities, homes and pleasant places to live and work and play that were destroyed by this project. But we will have a massive buyback bill for failed roads that ordinary people will be forced to pay for through tolls and degradation of amenity.

I despair of the short sighted and completely mercenary and utilitarian view of the world that this government, and governments before them, have taken. This project isn't for the city - it is for business to line their pockets and for government to treat the citizens of Sydney, and in particularly the inner west, with complete and utter contempt.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Jillian Greig
[Redacted]

Address:
[Redacted]

MARRICKVILLE, NSW
2204

Content:
Toll road projects such as WestConnex are not a viable solution to Sydney's traffic congestion. The project will devastate the surrounding communities and comes at a time when the effect of vehicle emissions on human health is under intense scrutiny. Once parklands disappear they are gone forever - it would be a travesty to lose any green space from the award winning Sydney Park. Especially in light of the federal governments announcement to create urban canopies to offset rising temperatures in cities. If the massive project budget was spent on public transport and effective road management, a project like WestConnex would not be necessary. Enough with the short-sighted policy making - it's ruining what we love about Sydney.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

▪

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Content:

The proposed interchange is inappropriate for the neighbourhood and will threaten the air quality and amenity of the existing area. I am a home owner nearby and am concerned about the impact in terms of noise, light (from vehicles at night) and traffic movements the interchange will have in a location that is already at capacity.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

□

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Jenny Green
Organisation: City of Sydney (Councillor)
[REDACTED]

Address:
[REDACTED]

Sydney, NSW
2000

Content:
Submission - Westconnex New M5 EIS

Following two briefings from the Westconnex Delivery Authority I have many serious concerns regarding Westconnex, in particular the huge expenditure of tax payers' money on a project that will deliver increased traffic into local streets, figures borne out by the EIS itself, from the increased capacity of the tollway and by those avoiding the costly tolls.

The EIS for the New M5 does not deliver the broader objectives of this project as stated in the Updated Strategic Business Case of November 2015.

The EIS also indicates the New M5 East tunnels will carry fewer vehicles when the St Peters Interchange opens in 2019 due to toll avoiders using surface toll-free roads.

Westconnex will deliver massive traffic increase into the east, for example there will be a 69% increase onto Euston Road St Peters, rather than focus on north, south and west traffic/transport solutions. The EIS does not take into consideration the travel patterns of residents and businesses in south-western Sydney, nor the wider impacts on inner Sydney communities affected by the St Peters Interchange.

There is to be a huge overhead junction built in this area in addition to a 500 metre long raised walkway/cycle path: both will be a massive permanent scar on the landscape.

The compulsory land grab by RMS of over 4,000m² of Sydney Park was initially a temporary acquisition but reports now suggest a permanent acquisition. With several ventilation stacks to be installed in this area, the degradation of air quality, exceeding air standards will result, and passive and active recreation will be severely compromised.

Of major concern is that The Gateway from the St Peters Interchange to Botany and airport, a surface connection and the crucial 'middle' section this project, is still in design phase and not expected to be completed until 2023 - a time at which Sydney airport is reported to reach full capacity 20 years earlier than predicted, with a new report indicating the airport will become constrained soon after 2025.

The fact that the Auditor General had not been able to form a view that the project was a worthwhile and prudent investment for the NSW Government raises critical concern about the governance of the whole project.

The project costs continue to rise: the estimated cost today is \$16.8billion - a 68% increase on the original estimate of \$10 billion only 4 years ago. The additional stages of this project, necessitated by the initial stage, will only increase dramatically the total cost of all completed stages.

I would contend that there has been a failure to assess alternative strategic opportunities for managing traffic successfully for Sydney's growing demographic.

There has been failure to address key impacts of projected increased traffic on the new inner urban development and failure to fully address the needs of the urban spread to Sydney's west.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

Councillor Jenny Green

Sydney Town Hall
483 George Street
Sydney NSW 2000 Australia

GPO Box 1591
Sydney NSW 2001 Australia

Telephone +61 2 9288 5914
[REDACTED]

cityofsydney.nsw.gov.au



29 January 2016

The Department of Planning & Environment

To Whom it may Concern

Submission - Westconnex New M5 EIS

Following two briefings from the Westconnex Delivery Authority I have many serious concerns regarding Westconnex, in particular the huge expenditure of tax payers' money on a project that will deliver increased traffic into local streets, figures borne out by the EIS itself, from the increased capacity of the tollway and by those avoiding the costly tolls.

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city of villages

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I would contend that there has been a failure to assess alternative strategic opportunities for managing traffic successfully for Sydney's growing demographic.

There has been failure to address key impacts of projected increased traffic on the new inner urban development and failure to fully address the needs of the urban spread to Sydney's west.

Yours sincerely



Jenny Green

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Content:
We object to the removal of parking along May Street. See our attachment for further details.

[Redacted]

[Redacted]

▪

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

My partner and I have concerns in regards to the 'WestConnex New M5' (SSI 6788), which I would like to have documented and considered in the final design, and these are outlined below.

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

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

To assist with traffic flow into and along Unwins Bridge Road and May Street, it has been proposed to considerably extend the second 'through lane' on the Northern side of May Street, heading Eastbound for at least 100m and extend the second 'through lane' on the Southern side of May Street, heading Westbound also for at least 100m. In doing so, this will involve the permanent removal of at least 21 - 26 car parking spaces, in this section alone and in an already parking depleted street.

In all, WestConnex proposes the removal of up to 38 x permanent spaces along both sides of May Street (table 110 of the WestConnex EIS))

You will see that the council has plenty of land around and behind the water basin, may I suggest that you use this as part of your design instead of disrupting all the parking facilities for all of those in May st. With parking difficult already due to local businesses and the sports field, reducing parking will only create more havoc during sporting events, local business hours Monday to Saturday, and during Town and Country Hotel peak periods.

Widening the street on the northern side of May St, alongside the water basin will reduce the need for removing the already restricted parking. May I suggest that you also consider a further parking lot on council land alongside the eastern side of the basin where there is currently a council access lane. This would help for the future, access to sporting events, access to local businesses etc. With the Government's plan for urban renewal in the area, parking and access to local business and residents will only get harder.

I have been advised that the right hand turn into May Street, from the Princes Highway (heading Southbound), is to be removed and I would be in full support of this action, as this will reduce traffic congestion at the new Bedwin, May, Campbell and Unwins Bridge Road intersection due to the right turn into Bedwin Road. This will also direct traffic to use the newly upgraded and expanded routes of Campbell Road and Campbell Streets.

I would also suggest that a solution is considered for the right hand turn at the T-junction from May Street onto the Princes Highway. Currently a shared right and left hand turn lane causes congestion during peak times, so much so that it congests May Street, Bedwin and Unwins Bridge Roads, and this will have an impact on the traffic flow from Bedwin Road up Campbell Street.

I would suggest a dedicated third lane heading Eastbound on May Street, to accommodate vehicles turning right, allowing two clear lanes to continue with the left hand turn onto the Princes Highway, relieving congestion on May Street and beyond. Perhaps the removal of the five car spaces outside of the units on the corner of May Street and Prices Highway would allow of the adoption of an additional lane. Access to parking in Goodsell Street and most of the business in this immediate area have garages, so the impact of removal of the parking as apposed the benefits would be an easy call.

Painted traffic chicanes have been proposed to be located out the front of the premises of 119 – 113 May Street, which do not have the facility of off street parking, and a further 21 x spaces are to be removed due to the extension of the through lanes discussed earlier.

I would also like to propose that these are not simply painted lines on the road, but that these are in the form of garden beds, with low maintenance, low height, water tolerant shrubs/grasses, with a tree, in keeping with Marrickville Council planting policies and the transition of the Storm water basin and upgrades to Camdenville Park.

The WestConnex EIS proposes the upgrade of the existing footpaths along the Northern and Southern sides of May Street for approximately 200m from the Bedwin and May Street intersection.

I would like to see that as part of the upgrade of the footpaths along this section proposed and in particular the fronts of the local significant heritage items (LEP I273), terraces on May Street. That narrow raised garden beds are integrated into the footpath (on the road side) to soften the look. This would, as stated in the WestConnex EIS on 'Local Road Upgrades'; "vegetation and tree plantings would be used to create a sense of visual separation for pedestrians and cyclists from the road edge."

Additionally, this will assist with the reduction of traffic noise and carbon dioxide emissions, passive heat generation from the roadway and footpaths and reduce indirect visual impacts to the local significant heritage items (LEP I273). See 'Visual Character' excerpt from the WestConnex EIS.

I understand that there are limitations to the plantings due to the safety of pedestrians such as allowing drivers to have unobstructed views of pedestrian movements. Therefore, like the follow through lane chicane gardens suggested, that these too have low maintenance, low height water tolerant shrubs/grasses, with a tree, in keeping with Marrickville Council planting policies and the transition of the Storm water basin and upgrades to Camdenville Park.

Thank you for the consideration of the items documented above and hopefully these are suitable considered and adopted if possible.

Kind Regards,

Concerned Residents of May Street, St Peters

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Mark Nash
[Redacted]

Address:
[Redacted]

Alexandria, NSW
2015

Content:
To the Director Infrastructure Projects,
Planning Services
Department of Planning and Environment
Application Number SSI 6788

I wish to register my objection to the planned WestConnex St Peters Interchange, on the following grounds:
1. The planned outlets will add tens of thousands of additional vehicles to already congested suburbs (St Peters, Alexandria, Newtown, etc) that are already at a standstill during peak periods.
2. The impact of additional traffic will have a detrimental impact on the surrounding residential suburbs as drivers endeavour to circumvent delays on major roads by diverting to local streets.
3. Air quality from the increased traffic will be significantly reduced due to increased emissions, especially due to the slowed traffic flow and the unfiltered stacks.
4. The overall cost is obscene and likely to continue to grow. A smaller amount would be better spent on improving public transport.

Yours Sincerely,
Mark Nash

[Redacted]

[Redacted]

[Redacted]

[Redacted]



▪

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Frank Eastwell
[Redacted]

Address:
[Redacted]

Malabar, NSW
2036

Content:
To the Director Infrastructure Projects,
Planning Services
Department of Planning and Environment
Application Number SSI 6788

I wish to register my objection to the planned WestConnex St Peters Interchange, on the following grounds:

1. The planned outlets will add tens of thousands of additional vehicles to already congested suburbs (St Peters, Alexandria, Newtown, etc) that are already at a standstill during peak periods.
2. The impact of additional traffic will have a detrimental impact on the surrounding residential suburbs as drivers endeavour to circumvent delays on major roads by diverting to local streets.
3. Air quality from the increased traffic will be significantly reduced due to increased emissions, especially due to the slowed traffic flow and the unfiltered stacks.
4. The overall cost is obscene and likely to continue to grow. A smaller amount would be better spent on improving public transport.

Yours Sincerely,
Frank Eastwell

[Redacted]

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▪

[REDACTED]

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[REDACTED]

[REDACTED]

Name: Chiara O'Reilly
[REDACTED]

Address:
[REDACTED]

Marrickville, NSW
2204

Content:
Secretary, Department of Planning and Environment, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

Dear Sir/Madam,
Re: WestConnex New M5 EIS, project number SSI 14_6788
I write to strongly object to the WestConnex New M5 for the following reasons:

POOR CONSULTATION WITH THE COMMUNITY

The consultation with the community has been cursory at best and the "dumping" of such an important document as the EIS in the lead up to Christmas for a scandalously short period of public review shows a complete disregard for the community and ideas of consultation generally.

POOR ANALYSIS OF ALTERNATIVES

I object to the bias of the project objectives towards road infrastructure, and the exclusion of other potential solutions such as demand management or public transport infrastructure. The EIS confirms that the project will have significant societal, environmental and economic impacts and these could be avoided by pursuing other approaches. Sydney's population is forecast to increase but increasing private vehicle usage is not a sustainable solution to support this population growth.

DESTRUCTION OF BIODIVERSITY - our biodiversity is precious and vital not only to the environment but also to the quality of life of residents who love and use these spaces. The proposed road threatens so many of the green spaces and will transform the quality of life for animals and human residents across a large part of Sydney. Further fracturing and destroying so many spaces will have a huge impact on the animal life throughout Sydney

I object to the removal of most of the Critically Endangered Cooks River Ironbark forest at Kingsgrove, to the destruction of the habitat of the Vulnerable Green and Golden Bell Frog population at Arncliffe, and to the removal of the trees that provide food for the Vulnerable Grey-headed Flying-fox, which has a camp of substantial size in the Wolli Creek Valley. The construction of a massive new road must not come at the expense of our bushland;; our flora and our fauna. These animals are important parts of Sydney's biodiversity and these spaces all represent significant colonies which must be protected.

DEGRADATION OF RECREATIONAL GREEN SPACES

I object to the loss of green recreational spaces at Ashfield, Kingsgrove, Bexley North, Kogarah Golf Course at Arncliffe, Annandale and at St Peters. As the density of Sydney increases and the associated urban heat island effect intensifies, our green spaces must be increased and enhanced, not decreased and degraded. This destruction of green spaces comes at a time when there is increasing pressure on green spaces throughout Sydney and a great drive to increase population density in the inner rings of suburbs we need to protect our green spaces for residents health and the quality of life in our communities for now and into the future.

TRAFFIC IMPACTS ON LOCAL ROADS

I object to the increased traffic the NewM5 will bring into local roads. When complete, King Georges, Stoney Creek, Canterbury, Forest and Moorefields Rds. will carry increased traffic as motorists avoid the new tolls. These roads, already carrying numerous

diesel-fuelled dangerous goods vehicles, will not cope with additional traffic, posing dangers for all using such local roads, in particular school children.

The Exits of the M5 will also impact on streets - Euston road will be widened to deal with the increased traffic and this brings the road into close proximity with houses, destroys green verge spaces and will destroy the character and quality of life of many areas. The loss of green verge space is a further loss of green space which will contribute significantly to the development of heat islands across the city.

TRAFFIC MODELLING

Chiara O'Reilly Marrickville 2204

29 of Jan 2016

I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so that independent traffic planners can test its results. A key concern is the impact around schools, places of residence and shopping areas which will also see a dramatic growth in car numbers and thus undergo substantial change in terms of how they can be safely used.

URBAN DESIGN

I object to the building of new roads without considering the effects these roads will have on our urban environment. Where will all the new vehicles be parked when they get from the suburbs to the centres? By 2031, the New M5 is predicted to accommodate 81,500 vehicles per day, which will require lots of new carparks to be built on land in our city centres. We should instead be offering solutions to diversify spaces of work across Sydney and improve public transport options to minimise private cars across the city.

AIR QUALITY

I object to the three new unfiltered, emissions stacks proposed for Kingsgrove, Arncliffe and St Peters. These will negatively affect air quality in all surrounding suburbs. This is compounded for the densely populated suburbs of Wolli Creek and Arncliffe, which are already affected by the unfiltered M5 stack at Turrella;; they will now also be affected by the new stack on the Kogarah Golf Course at Arncliffe. The planners of the road admit that any new developments proposed after the stacks are built will need to carefully assess where the exhaust pollutants are going because they do not know. More and more of these pollutants are diesel particles which in 2012, were upgraded by the World Health Organisation to the highest cancer warning level because they are particularly dangerous for the lungs of growing children.

Yours sincerely,

NOTE: I have not donated more than \$1,000 to a political party in the current financial year. I confirm that my name and suburb but not my full address nor email address can be published on the Major Project website where all submissions will be published.

[Redacted signature block]

▪

Chiara O'Reilly
Marrickville 2204

29 of Jan 2016

Secretary, Department of Planning and Environment,
NSW Department of Planning and Environment,
GPO Box 39, Sydney NSW 2001

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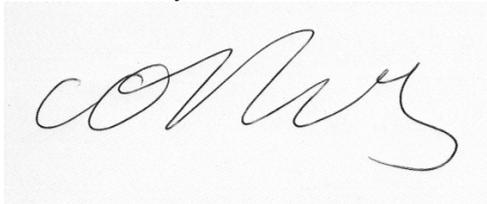
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Yours sincerely,

A handwritten signature in black ink, appearing to be 'C. M. S.', written on a light-colored background.

NOTE: I have not donated more than \$1,000 to a political party in the current financial year. I confirm that my name and suburb but not my full address nor email address can be published on the Major Project website where all submissions will be published.

[Redacted]

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Newtown Precinct Business Association Company
Organisation: Newtown Precinct Business Association (Coordinator)
Govt. Agency: No

[Redacted]

Address:

[Redacted]

Newtown, NSW
2042

Content:
Please find attached our submission and appendices.

[Redacted]

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28 January 2016 The Secretary Department of Planning and Environment Box 39,
Sydney NSW 2001 DP & E Project Number: SSI 14_6788 WestConnex New M5

NEWTOWN PRECINCT BUSINESS ASSOCIATION – NEW M5 EIS SUBMISSION

Dear Ms Secretary,

We make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS) as per above reference.

The Newtown Precinct Business Association (NPBA) is the representative body of the business community in the precincts of Newtown, Enmore, Erskinville, St Peters and parts of Marrickville.

Over the last 13 months, we have actively managed a consultative advocacy campaign to monitor the potential impacts that Westconnex Stage 2 (New M5) may have on our precinct and the businesses within it.

To date we have had many major concerns with the project and we are outlining these concerns in this submission and in line with the EIS mentioned above.

Central to our campaign has been the protection of King St, the hub of activity for our precinct and Australia's premier high St model. The visitor economy is the life blood of our precincts and Westconnex has the potential, both in the long and short term, to significantly impact our vibrant and diverse business community.

Subsequent to this is the flow on effect that this project will have on our surrounding precincts. While King St is the central hub, it would not exist without the villages that surround it in Enmore, Erskinville, St Peters and Marrickville. In effect, anything that effects King St, effects the whole precinct we represent.

While King St has been central to our campaign, of equal importance is Edgeware road, Enmore road, Mitchell road, Sydney road and Euston road, on which there are also significant impacts on local businesses.

Further to this, the majority of businesses in the precinct are owned by locals. This makes any impact on the business community very personal to those business owners and therefore very passionate about our campaign and the whole project. Our major concern has always been that any increase in traffic movements on King St as a result of Westconnex will mean 24 hour clearways. This leads to a decrease in available parking spaces, decreased safety for pedestrians and health issues due to pollution at a bare minimum.

We understand that in the EIS, and Minister Gay himself in our face to face meeting in December 2015, states the commitment to 'No changes to clearways or parking on King St'. This specific statement is quoted in Appendix 1A section 15_48 as well as many similar comments in other locations of the EIS; 28 January 2016 The Secretary Department of Planning and Environment Box 39, Sydney NSW 2001 DP & E Project Number: SSI 14_6788 WestConnex New M5

NEWTOWN PRECINCT BUSINESS ASSOCIATION – NEW M5 EIS SUBMISSION

'King Street and Enmore Road business precinct contains numerous businesses, including retail, services, restaurants and cafes. The project does not propose to modify King Street, including speed limits or on-street parking arrangements along King Street.

In future years, traffic modelling indicates that King Street is expected in most cases to experience reduced peak hour volumes under the 2021 'with project' scenario and 2031 cumulative scenario when compared to the without project scenario (refer to Technical Working Paper: Traffic and transport (Appendix G).

*The exception to this would occur in the 2031 cumulative case, where AM peak hour volumes southbound would increase by around 35 per cent when compared to the 'without project' scenario. However, this is in the opposing direction to the dominant AM peak hour and is within the design carrying capacity of the road. **As there would not be any significant changes to traffic volumes or no modifications to King Street are proposed as part of this project, the project would not have a significant impact on businesses or amenity along King Street.'***

The highlighted statement above, and the guarantees contained in multiple sections of the EIS, provide a condition that there will be no changes to clearway or parking restrictions on King St based on the traffic modeling contained in the EIS. This modelling indicates that there will be no significant changes to traffic volumes. Further to this, while changes may not be proposed as part of the Westconnex project, King St is managed by RMS, who have the ability to change traffic conditions independent to other projects. Oxford St and Parramatta road are recent examples of this.

Our major point of concern with this project is here. This EIS states that there will be no changes to King St clearways because the traffic modelling indicates there will be no reason to change them. It is our belief, supported by further documentation, that the traffic modelling is incorrect and incomplete, which will force RMS to change the clearway restrictions on King St and kill our business community.

We have four major points to outline in this submission in response to the EIS. The traffic modelling within this EIS;

1. Is not complete as there is a five-year gap for the construction period of 2016 – 2021 where there is no traffic modelling performed for all of the impacted areas, yet major road infrastructure will be built requiring road closures, traffic diversion, heavy vehicle traffic movements, limitations of local amenity, demolitions, excavations and other heavy construction works

28 January 2016 The Secretary Department of Planning and Environment Box 39,
Sydney NSW 2001 DP & E Project Number: SSI 14_6788 WestConnex New M5

NEWTOWN PRECINCT BUSINESS ASSOCIATION – NEW M5 EIS SUBMISSION

- This detailed information is not contained in the EIS and it is a horrendous fact that a five-year construction zone that has immense impact on the social and economic environment is not included in the EIS
- This point alone should be grounds for a delay in the planning process until such time that this information is available for public scrutiny
- 2. Shows vast inconsistency with other independent traffic modelling reports
 - We shall make comparisons to the AECOM traffic modelling to independent reports later in this document
- 3. Has been managed by AECOM who have recently been forced to pay \$280million compensation for misleading traffic modelling for Queensland toll roads.
 - AECOM by their own admission and I quote ***"no longer provide traffic and revenue forecasting for toll road operators or owners in Australia"*** extracted from the Wall St Journal September 15 2015 – See Appendix 1 for the full article or
- 4. Has inconsistencies and inaccuracies that will lead to severe impact to the Visitor Economy of Newtown
 - The points we will be making below will indicate that this project will have a severe impact on the visitor economy of Newtown and the surrounding suburbs. This in turn will cripple business and have a flow on effect to residents who own a majority of businesses in the area and the workforce they employ.

1 – The Construction Period for Stage 2

After consultation with both Roads and Maritime Sydney (RMS) and Sydney Motorway Authority (SMA), we have identified that there is no construction schedule or traffic modelling to identify the impact this construction will have on all the local areas within our remit.

Section 7 of appendix G outlines construction compounds and anecdotal information relating to some of the impact, but this information is just a description of the works that need to be carried out.

In this section there is modelling for 6 intersections in the 'affected area'. In truth there are over 30+ intersections that will be affected as a result of the forecast high level of delay and poor level of service as stated on page 181, Section 7.5.8.2 of said appendix G. The analysis that is missing from this EIS is the impact on surrounding roads and intersections as a result of these anticipated high levels of delay and poor levels of service. 28 January 2016 The Secretary Department of Planning and Environment Box 39, Sydney NSW 2001 DP & E Project Number: SSI 14_6788
WestConnex New M5

In other words, these six intersections quoted in the EIS, will experience high levels of delay particularly in AM and PM peak hour traffic which will force vehicles on these roads to find alternate routes. These alternate routes being the 30+ intersections in and around our precinct. The major roads this will impact are King St, Edgeware Road and Enmore Road.

This point specifically relates to our major concern that there will be increased traffic movements on King St and subsequent clearway restrictions being lifted to potentially 24 hours a day, 7 days a week. Further to this is the subsequent increase in vehicle movements in other major precinct roads such as Edgeware, Enmore, Sydney, Mitchell and Euston Roads.

Considering the length of construction (five years) and the serious amount of construction and impact on local roads, we cannot understand how an EIS does not have this information so that the developers can properly assess the impact on the social and economic environment as a result of the construction of this stage of the project.

The NPBA have expressed these concerns to both RMS and SMA who have committed to providing further information regarding the construction period on the condition that planning is approved for the project. This is a contradictory statement as we believe we can not properly assess the impact of the project until such information is made public.

This point alone should be enough to halt any approval of this project until this information is made public to assess its impact. It is our belief that without this information, the EIS that has been submitted is incomplete and any approvals be held until such information is made public.

2 – Inconsistencies and shortfalls in EIS traffic modelling

With the assistance of the City of Sydney, we have access to screenline reports to assist in showcasing inconsistencies in the EIS traffic modelling. These screenlines use data supplied by RMS/SMC and has then been interpreted and represented in a clear format by TTM on behalf of the City of Sydney. TTM was asked to review the traffic modelling and in doing so they requested additional data as the EIS had so little information.

King St traffic modelling has not been included in the EIS as this section of road is not deemed part of the project. As you can see in the screen line reports in Appendix 2, the following increases/decreases in traffic on local roads has been forecast 28 January 2016 The Secretary Department of Planning and Environment Box 39, Sydney NSW 2001 DP & E Project Number: SSI 14_6788 WestConnex New M5

Year 2021 Forecast Average Weekday Traffic (2-Way) comparison of with new M5 and without new M5

- King St +3%
- Edgeware Road +4%
- Mitchell Road -43%
- Euston Rd +74%

Year 2031 Forecast Average Weekday Traffic (2-way) with new M5

- King St +1%
- Edgeware Rd +4%
- Mitchell Rd -37%
- Euston Rd +69%

There are contrasting forecasts contained in the EIS. The EIS forecast a decline in King St traffic movements, where these screenlines clearly state that there will be an increase in weekday traffic movements in all major roads in our precinct with the exception of Mitchell Road.

The actualization of these reports would suggest that traffic restrictions on King St, Edgeware Road, Enmore Road (which connects them) and Euston road will require significant amendment to handle the increased traffic movements.

In our consultation with RMS and SMA, we understand that there is a proposed 'King St Gateway' currently being scoped. Its intention is to encourage northbound princess highway traffic down Sydney road and southbound Sydney rd traffic down the princess highway.

This gateway is not part of the Westconnex project nor this EIS, therefore our consideration of this proposal is negligible until such time that an EIS has been submitted for public viewing and planning approval.

The traffic demands forecast for Euston Road will disperse to other streets. Whilst Euston Road is proposed to be upgraded this upgrade is only to just north of Sydney Park Road. Traffic would have to disperse prior to and shortly after this point. The main alternative routes are Mitchell Road and King Street. It is our opinion that the modelled route choices have not accurately split the traffic between Euston Road, Mitchell Road, and King Street.

The select link plots for Euston Road (Appendix 2 Figure 4-6 and Figure 4-7) indicate that the main demand for Euston Road is traffic to and from Campbell Road east of the Princes Highway (76 % AM, 62% PM) with most of the remainder being to and from the New M5 (20 % AM, 25% PM). Some of this traffic may already be accessing Euston Road via Canal Road and Burrows Road or Sydney Park Road. It appears that the upgrade of Campbell Road and Euston Road are effectively providing a new route into the CBD. Traffic on King Street reduces as a result. 28 January 2016 The Secretary Department of Planning and Environment Box 39, Sydney NSW 2001 DP & E Project Number: SSI 14_6788 WestConnex New M5

However, as seen in Figure 4-6 and Figure 4-7, local streets carry significant increase in traffic. Maddox, Fountain, and Bowden Streets are particular examples (shown in blue). This distribution of additional traffic is of concern. Maddox Street feeds to Mitchell Street and Bourke Road. Fountain Street feeds to Swanson Street and Erskineville Road onto King Street and Enmore Rd. Bowden Street is a feeder to Bourke Road and also to Mandible Street.

As a result of these significant changes, we believe RMS will be forced to change clearway restrictions on major roads in our precinct to allow a greater flow of traffic. Should this occur, the impact on our business community, both on and adjacent to King St would be catastrophic. As would the flow on effect to the owners of these businesses who are predominantly local residents, let alone the tens of thousands of people they employ.

3 – Flawed Traffic Modelling by AECOM

As identified above, AECOM have a history of incorrect, flawed and misleading traffic modelling. The effects of which are not fully comprehensible until many years later. Considering that AECOM are providing the traffic modelling for this EIS, we do not accept the modelling found in this EIS to be accurate or an accurate representation of the traffic movements in and around our precincts in the next 30 years of this project.

Another astounding quote from this article and further evidence to AECOM's inability to forecast traffic modelling – ***'AECOM's settlement is one of the largest related to misleading and deceptive conduct in Australian corporate history,'***

This supports our belief that traffic modelling in the EIS is incorrect and with subsequent independent traffic modelling reports showing increases in traffic movements (as stated in point 2), where AECOM show decreases, we do not accept that AECOM can provide accurate information from which the state government can make an accurate judgement. Nor can NSW Planning and Development make an accurate, informed and objective assessment of this EIS. This also further supports our belief that traffic in and around our precinct will increase, providing the necessity to change current clearway restrictions and instigate new clearways on roads such as Edgeware and Enmore Roads and King St. Given the far reaching impact of this project, the immense expense for the Westconnex Project and the subsequent RMS road projects such as the King St Gateway, we cannot in our right minds allow the plan for the new M5 to be approved based on an EIS and traffic modelling performed by a company that by its own admission will not develop any further traffic modelling studies because of its own incompetence, a \$280million compensation payout and providing the information by which a state government toll road went broke. 28 January 2016 The Secretary Department of Planning and Environment Box 39, Sydney NSW 2001 DP & E Project Number: SSI 14_6788 WestConnex New M5

4 – Severe impact on the Visitor Economy of Newtown

In 2014, the NPBA commissioned our 'Visitor Economy Research' which provided us with detailed information regarding the people who visit Newtown for the purposes of leisure. This research has provided us with qualitative data we have used to measure the downturn in economic impact decreased parking and pedestrians can have on our business community. You can see the relevant information relating to this research in Appendix 3.

The majority of visitors, 56%, use cars to and from Newtown. Further to this, a total of 14% of these visitors parked on King St in either free or paid parking.

One in five Sydney-siders will visit Newtown in the next twelve months, making it the most popular destination outside the CBD. This equates to 1,353,702 visitors coming to Newtown in 2016. 14% of these visitors parked on King St with 88% of these visitors having at least one other person with them on their visit. This equates to 356,294 visitors who access the Newtown precinct via parking on King St.

According to our research, the average visitor to Newtown spends \$46. When extrapolated, this means that the approximate cost to the visitor economy of no parking on King St alone is \$16,389,540 in a full calendar year.

Additional impacts will occur when constraints are placed on parking off King St, further reducing the number of visitors to the precinct.

More impact will be felt by businesses on King St and surrounding precincts, when pedestrians walking next to a clearway do not feel safe and don't return to the precinct.

Further impact will be felt when our thousands of local businesses close or reduce staffing levels in line with reducing visitation and subsequent spending.

This economic impact analysis is for the removal of car parking on King St **only** as this is the only quantifiable data available to our organisation. We have not had the time or resource to extrapolate this data to Enmore, Edgware, Sydney, Mitchell or Euston Roads.

Needless to say that when all potential impacts are assessed, the baseline figure of \$16,389,540 would increase alarmingly. 28 January 2016 The Secretary Department of Planning and Environment Box 39, Sydney NSW 2001 DP & E Project Number: SSI 14_6788 WestConnex New M5

Over the course of the last 13 months, we have sought to engage with originally the Westconnex Delivery Authority (WDA). Initial consultation was ineffective to the point where the WDA refused to reply to emails and phone calls requesting consultation. In the last six weeks, and as a result of our campaigning, our federal member Mr Anthony Albanese, was able to facilitate a meeting with Minister Duncan Gay and his Roads and Maritime Sydney (RMS) team. This led to a further meeting on 27 January with the interface team from RMS and the Sydney Motorway Authority. We believe that if these meetings were held in early 2015, the issues we are outlining in this submission may have been averted. We note in the EIS (Section 1A – 7_11) that the WDA mention that the NPBA were involved in a consultative process. This is an inaccurate statement. Our connections with WDA were as follows

1. An introductory meeting held in December 2014 where the following was discussed
 - a. General introductions and an overview of the project
 - b. An offer from the NPBA to commence a regular consultative process
 - c. Potential to scope a member forum to discuss issues pertinent to our stakeholders and devise possible solutions
 - d. An indication from the NPBA that the gap between the construction of stage 2 and the completion of stage 3 has significant negative impact on the precinct which the NPBA is willing to assist WDA to overcome in a consultative process
 - e. Please see appendix 4 which contains the outline of our advocacy plan as detailed to WDA in this meeting and approved by the NPBA board in December 2014
2. Follow up communication
 - a. WDA contacted NPBA seeking advice of a public forum, not the consultative process we originally discussed
 - b. Advice was given and the public forum was held
3. Public Forum
 - a. This forum only provoked further criticism of the project as the information presented was rejected by the members of the public in attendance
4. Post public forum
 - a. 5 phone calls were made to WDA seeking confirmation of our next meeting

b. 5 emails were sent to WDA requesting as above

c. No communications were received by the NPBA after the Enmore Theatre forum

Further detail as to the content of meetings, emails and phone calls can be provided. Suffice to say that statements relating to the NPBA being involved in a consultation with WDA are false. 28 January 2016 The Secretary Department of Planning and Environment Box 39, Sydney NSW 2001 DP & E Project Number: SSI 14_6788 WestConnex New M5

NEWTOWN PRECINCT BUSINESS ASSOCIATION – NEW M5 EIS SUBMISSION

In addition to our four key points above we include the following issues with this EIS in support of our constituents who have presented the following information.

- The project as proposed in this EIS does not deliver the broader objectives of Westconnex as stated in the updated strategic business case (November 2015)
 - o Primarily - *'Relieve road congestion to improve the speed, reliability and safety of travel on the M4, M5 and CBD/airport/port corridors, including parallel arterial roads'* & *'Support Sydney's long-term economic growth through improved motorway access and connections linking Sydney's international gateways, western Sydney and key places of business across the city'* – page 114, Updated Strategic Business Case
 - o This project fails to connect western Sydney, the CBD, the airports or the ports
- This EIS refers continually to implementation of the entire Westconnex project, but contains no detailed information about Stage 3 and therefore the costs, health, traffic modeling, and social and economic impacts if (1) it is indeed financed and built and (2) if it is not built.
- The Minister has continually indicated that the entire Westconnex project simply does not make sense unless Stage 3 is built. But this EIS operates on the assumption this as yet unfinanced stage will be built.
- The EIS refers to benefits 'if a future Sydney Gateway project proceeds'. No details have been provided in the EIS as to what this is, let alone what the costs, health, traffic modeling, and social and economic impacts on local communities may be
- Westconnex has acknowledged in community meetings there will be two 'on demand' pedestrian crossings on Euston Road between Campbell Street and Sydney Park Road intersection. This will result in a backup of traffic on what is meant to be an 80 kph roadway. This makes no engineering nor traffic management sense.
- Westconnex has acknowledged in community meetings there will be a centre lane on Euston Road between Campbell Street and Sydney Park Road intersection to allow trucks to turn into both eastern and western industrial properties. It is inevitable that the many trucks doing so will require management by traffic lights, further slowing down the projected 50,000 per day traffic flow along this section of Euston Road.
- Alexandria, Enmore, Newtown and other suburbs will suffer deteriorating air quality due to traffic congestion exposing residents to lung cancer and children to impaired lung development
- The EIS ignores the social impact of devastating the suburb of St Peters
- Westconnex M4 and M5 will remove 40 hectares of vegetation which cools suburbs and reduces our carbon footprint
- Residents affected by compulsory acquisitions are and have been 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 the five-year construction period.

28 January 2016 The Secretary Department of Planning and Environment Box 39, Sydney NSW 2001 DP & E Project Number: SSI 14_6788 WestConnex New M5

NEWTOWN PRECINCT BUSINESS ASSOCIATION – NEW M5 EIS SUBMISSION

- The inadequate analysis of the threats posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even Westconnex admits may not survive the M5's construction and operation.
- The EIS provides no hard evidence about why alternatives won't work; there should be modelling of impact of traffic management along with increased public transport
- No noise modelling has been done for how residents living above two stories will be affected
- Cost analysis provided by Sydney Motorway Authority does not include the subsequent cost of RMS road projects such as the King St Gateway which will add further cost to project and significantly influence the financial viability of the entire project
- Construction/developer contracts have been entered into before this EIS was lodged.
- 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 some areas close to the tollway portals, including near schools.
- Westconnex will unfairly load Western suburbs residents up with tolls without enhancing public transport possibilities which are the primary mode of transport for these residents currently travelling to the CBD (as opposed to vehicles).
- The suggestion that tunneling activities would need to be conducted 24 hours per day, seven days a week, including associated activities such as spoil handling and haulage. This will place great pressure on significant numbers of nearby residents throughout day and night-time periods.
- Tunneling would cause vibration and damage to homes. The EIS says it will only be for a short period but does not say what a short period is.
- The EIS repeatedly says that threats to the livable environment of residents during construction and operation would be subject to plans developed later. These plans should be available in this EIS before approval can be considered.
- AECOM's analysis of 'alternatives' provides no solid evidence. A combination of demand management of traffic and new public transport projects, especially for the western Sydney should have been explored in line with state government policy, specifically the NSW Long Term Transport Master Plan.
- Unfiltered ventilation stacks should not be used when safer filtered stacks are an option.
- The flaws and optimistic assumptions in the traffic modelling mean that toll revenue is likely to be significantly lower than forecast. AECOM has a history of providing over-optimistic traffic forecasts for toll roads, resulting in previous financial failures (e.g., Clem7).
- The average daily travel time in Sydney has been stable at approximately 80 minutes per person for decades, while the average trip distance has increased substantially. In this time, billions have been spent on tollways. Travelers are spending more than ever on tolls, yet are not spending any less time travelling.

28 January 2016 The Secretary Department of Planning and Environment Box 39, Sydney NSW 2001 DP & E Project Number: SSI 14_6788 WestConnex New M5

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

It is not clear whether the proposed increases in population in the Inner Sydney have been taken into account in traffic congestion predictions eg; Green Square

Westconnex is now a private company that is not obligated to publish its contracts. This makes transparency for a state and federal government funded infrastructure project impossible.

According to the EIS there is a risk of unacceptable levels of fine particle pollution on the Southern end of Sydney Park. There is no safe level of fine particle exposure; Westconnex is consciously building a project that it knows will worsen already high levels of pollution on St Peters, Enmore and Alexandria

Westconnex admit that dangerous dust pollution will be created during construction at St Peters. It proposes to water the site to avoid this. The community cannot accept this when Westconnex itself has failed to water the site during current asbestos removal.

Construction traffic will continue throughout the night which will disturb the sleep of residents located along *local* road networks.

Thousands of trees along the route in Beverly Grove Park, Sydney Park and other parks are being destroyed to make way for a tollway that even the EIS shows won't solve traffic congestion. This drastically reduces public amenity

Valuable heritage buildings will be destroyed or left marooned and surrounded by tollway in St Peters.

There is already flooding at St Peters when there are rain storms. Councils have already found that the flood modelling is not acceptable for the M4 East and the same approach has been used for the M5.

Experts have not been available at very limited EIS sessions. None were held in Newtown, Alexandria or Erskineville.

Residents are being forced out of homes at below market prices before approval has been given for the project.

28 January 2016 The Secretary Department of Planning and Environment Box 39, Sydney NSW 2001 DP & E Project Number: SSI 14_6788 WestConnex New M5

NEWTOWN PRECINCT BUSINESS ASSOCIATION – NEW M5 EIS SUBMISSION

Simon Shaw (Jan 29, 2016)

The noise assessment shows that hundreds of homes will experience noise above acceptable levels. In fact, the results revealed in Appendix J could be far worse because monitoring was only done for one location at Beverly Hills and one in St Peters where only 30% of results could be included.

Westonox failure 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 during an EIS, its contamination analysis for the New M5 must not be accepted at face value.

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

The Newtown Precinct Business Association, its committee, our members and constituents ask that you reject this EIS due to the lack of detailed information and potentially incorrect and misleading information. It is impossible to make an informed decision for planning approval based on the issues identified in this submission. We ask that you publish our name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections we have raised.

On Behalf of the Newtown Precinct Business Association

Signed:

Name: Simon Shaw

Street: 5 Eliza Street

Suburb Newtown

Postcode 2042

Email

[REDACTED]

Appendix 1 – Copy of the Wall St Journal AECOM Article

<http://www.wsj.com/articles/aecom-unit-pays-us-201-million-to-settle-australia-toll-road-lawsuit-1442826365>

By

DANIEL STACEY

Sept. 21, 2015 5:06 a.m. ET

SYDNEY -- The Australian unit of Los Angeles-based engineering design firm [AECOM](#) Technology Corp. has settled a major lawsuit over forecasts it made for a toll road in Australia, paying 280 million Australian dollars (US\$201 million) to creditors, documents recently filed with Australia's corporate regulator show.

The landmark settlement ends a [costly saga for the firm](#), which received only a few million dollars in fees for its forecasting work almost a decade ago but was held accountable when the project went bankrupt.

The toll road and other projects that went bankrupt along Australia's Eastern Seaboard, including Brisbane's Airport Link in Queensland state, have tarnished a once-popular model for [infrastructure funding](#) in the country, at a time when Australia desperately needs to upgrade its transport network.

An AECOM spokesman said the firm had decided to "no longer provide traffic and revenue forecasting for toll road operators or owners in Australia" after being wrapped up in the costly litigation, although it remained committed to expanding its Australian business, primarily engineering and design consultation for the mining and construction sectors.

A spokesman for Australia's infrastructure department said while the settlement wouldn't impact the country's ability to attract investment and expertise to new transport infrastructure projects, the government had also learned its lessons from the toll road collapse.

"The traffic forecasting estimates that were the subject of this matter were provided approximately 10 years ago," the spokesman said. "Since this time, governments in Australia have been working with the private sector to improve practices to ensure more robust methodologies for forecasting are applied."

AECOM's Australian subsidiary has been battling the claim against it for a number of years, as it sought to avoid paying the A\$1.68 billion which lenders to the RiverCity toll road project felt they were owed after they relied on its forecasts. The toll road cost A\$2.2 billion to build but was sold for only A\$618 million in 2013, after it attracted only a fraction of the traffic AECOM had forecast.

AECOM's settlement is one of the largest related to misleading and deceptive conduct in Australian corporate history, and paves the way for further litigation against another offshore engineering firm Arup Group Ltd., which offered similar forecasting services to an even larger failed toll road project nearby, the Airport Link toll way in Queensland state.

The receivers for that project have mounted a litigation against London-based Arup, and shareholders have launched a class action, as they seek to recoup some of the A\$4.8 billion spent to build the tunnel. Airport Link is for sale with final bids for the asset due later this year.

An Arup spokesman said Monday that the firm had issued cross-claims against the toll road company BrisConnections and others behind the project. Cross-claims can limit individual liability by spreading the cost of a potential settlement over a number of parties, and was a strategy employed unsuccessfully by AECOM to avoid carrying the burden for investor losses.

"We are confident about our position and the matter is now before the Courts," Arup's spokesman said.

[Australia](#) desperately needs to build new roads and rail lines to replace and expand its ailing transport links, with the nation's policy body Infrastructure Australia predicting a 45% population increase in major urban centers over the next two decades. Transport congestion in major cities will cost the economy A\$53.3 billion a year in lost production without urgent upgrades, they forecast.

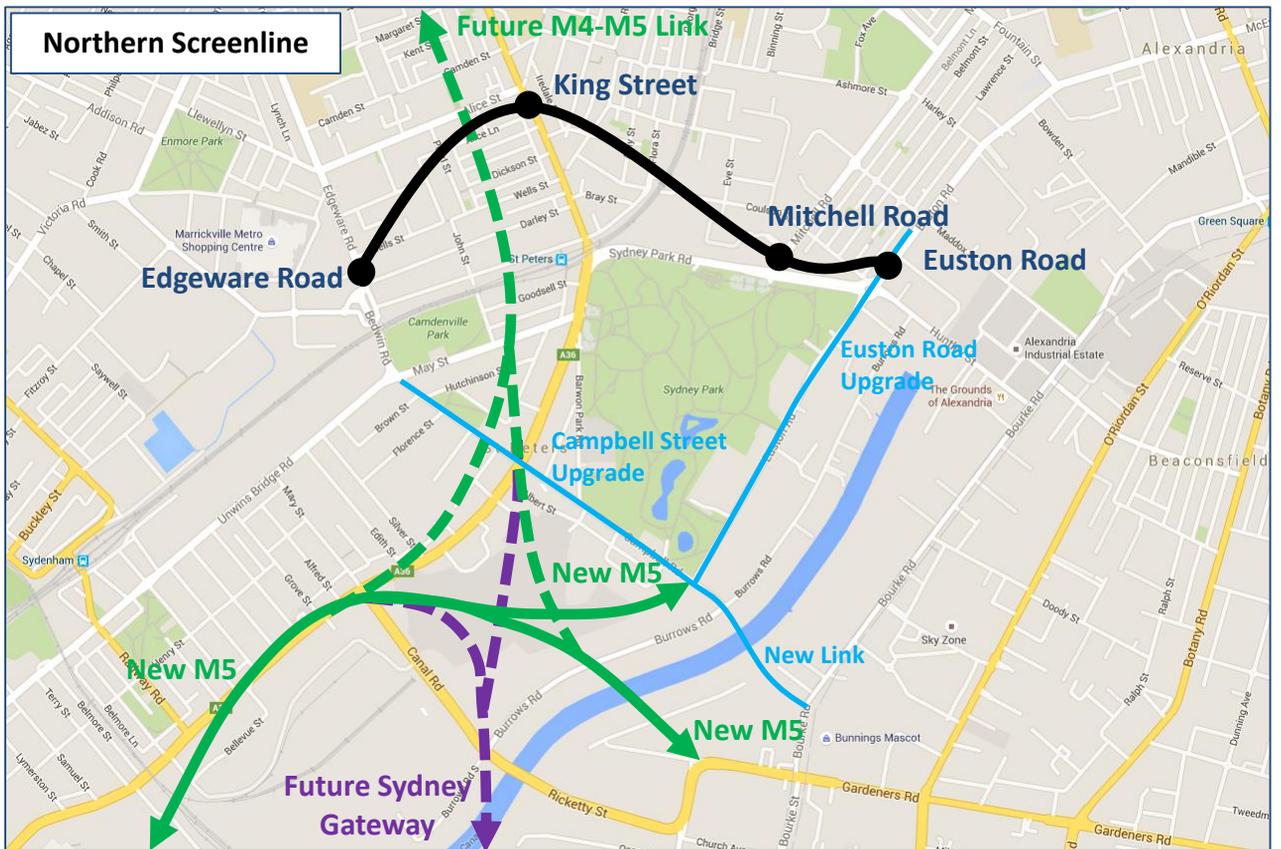


Figure 4-1: Screenlines

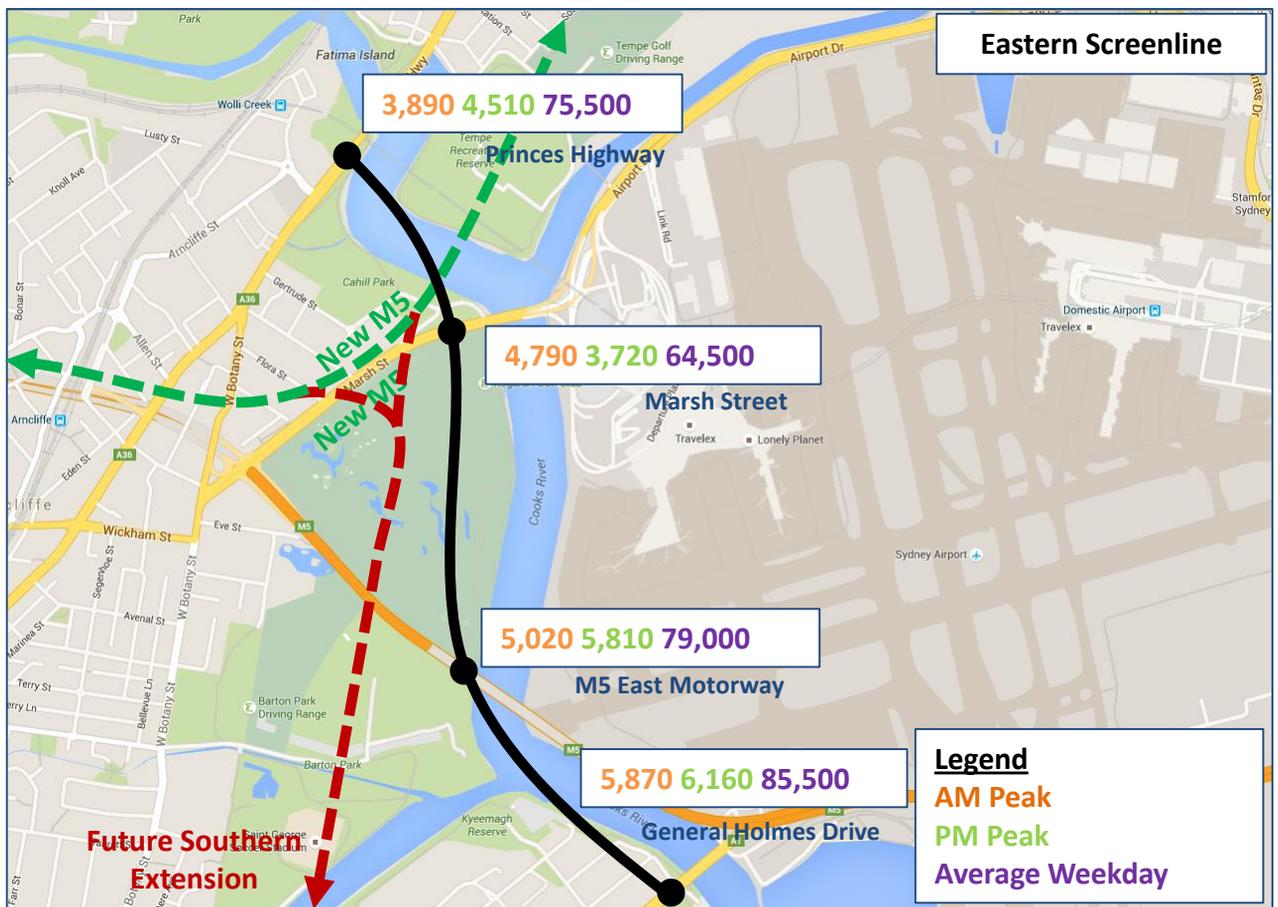
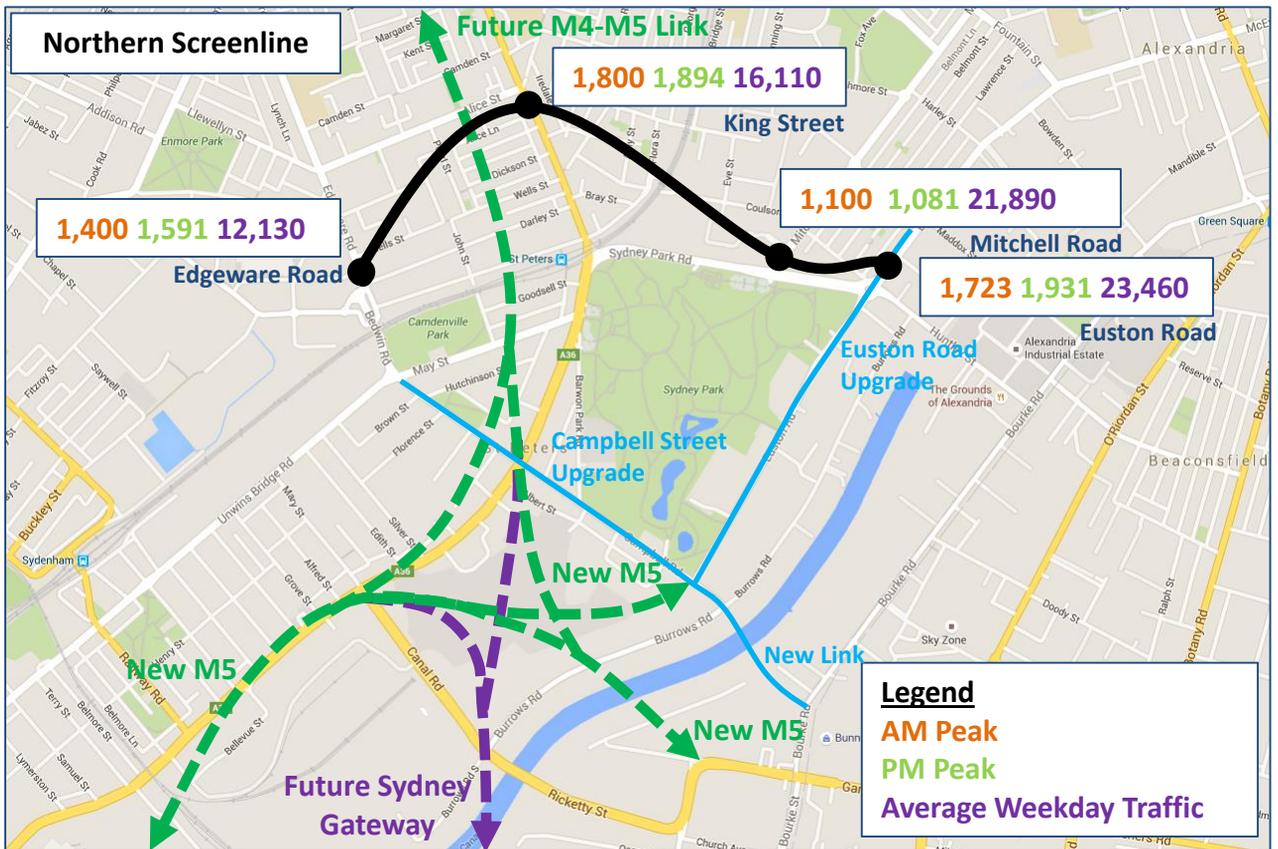


Figure 4-2: Year 2014/15 Traffic Volumes (2-Way)

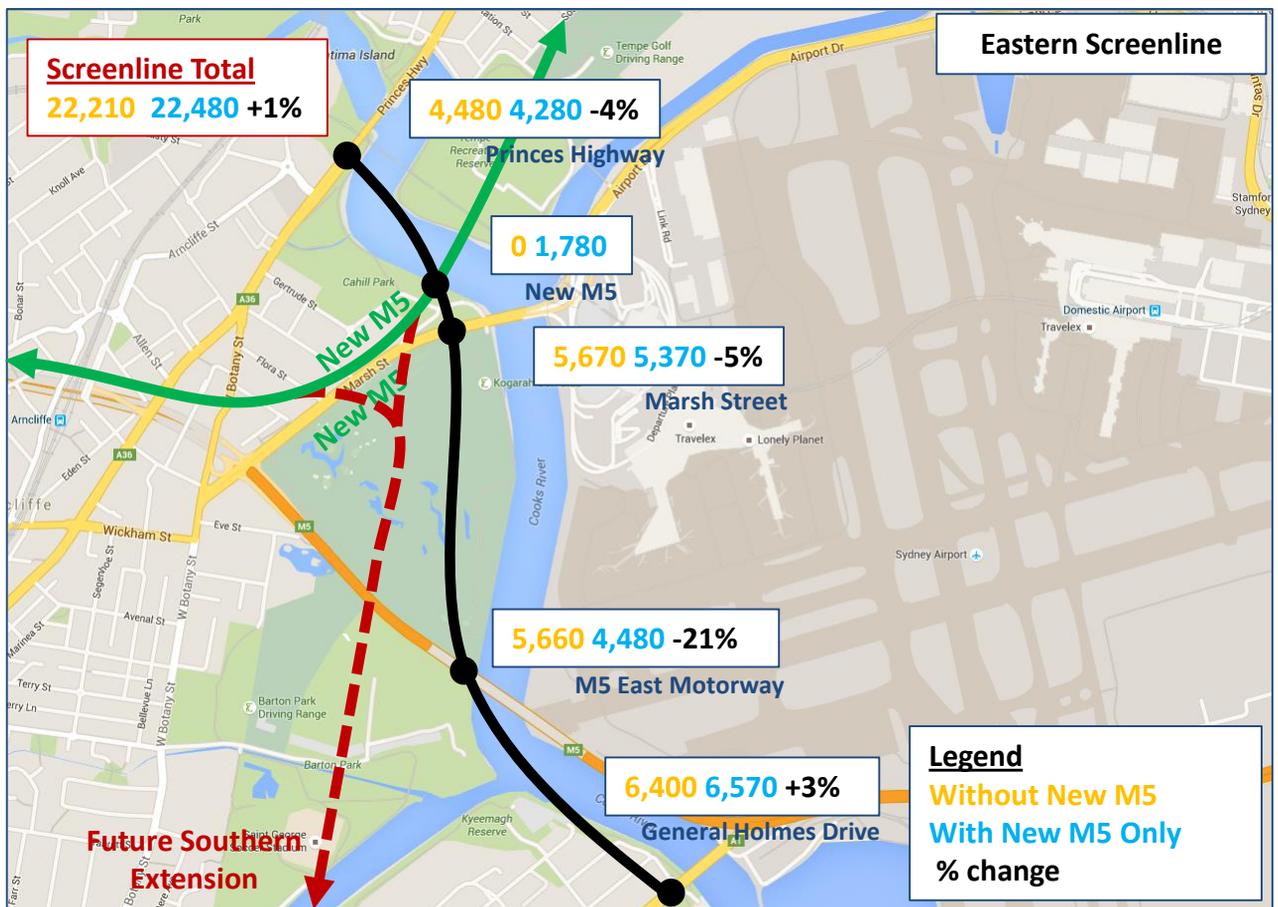
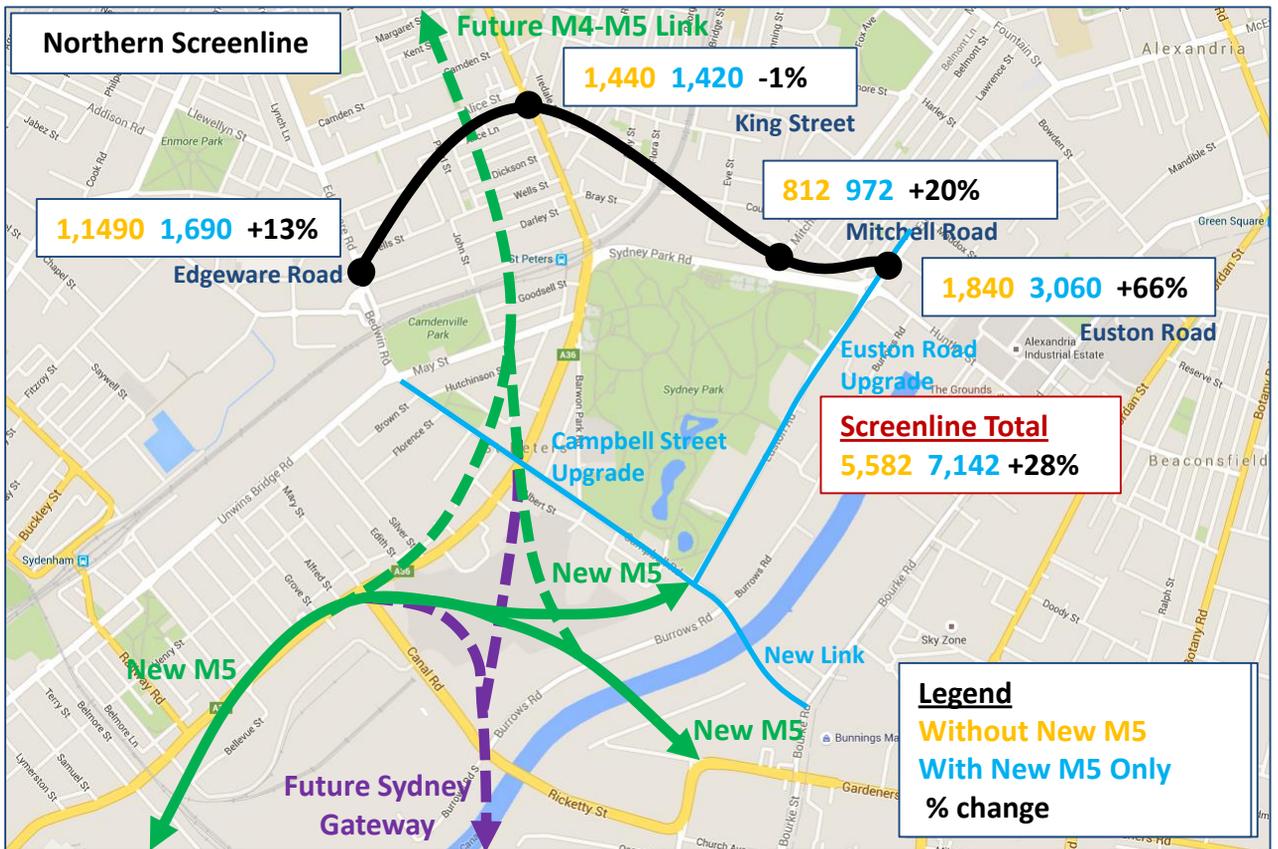


Figure A-1: Year 2021 Forecast Morning Peak Hour Traffic (2-Way)

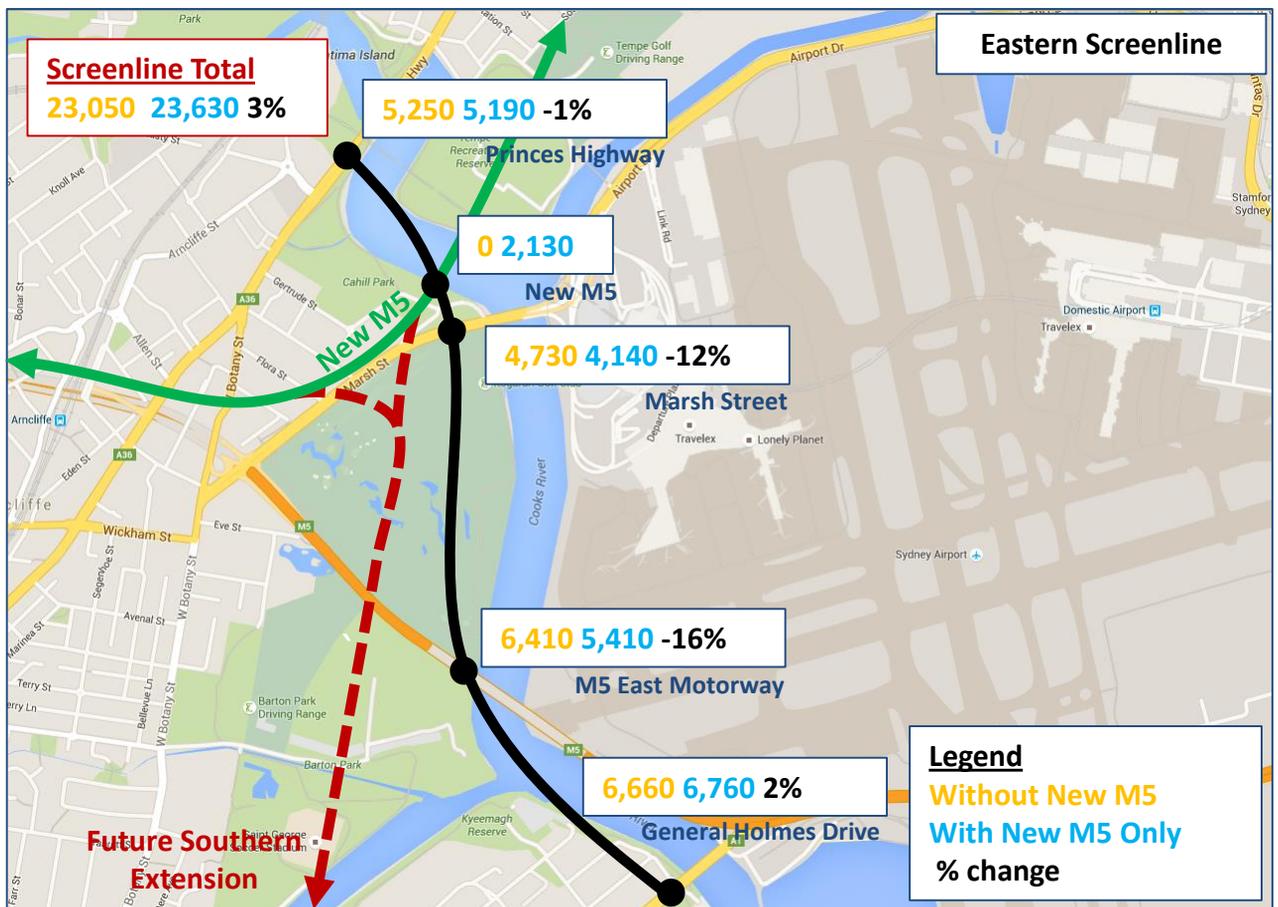
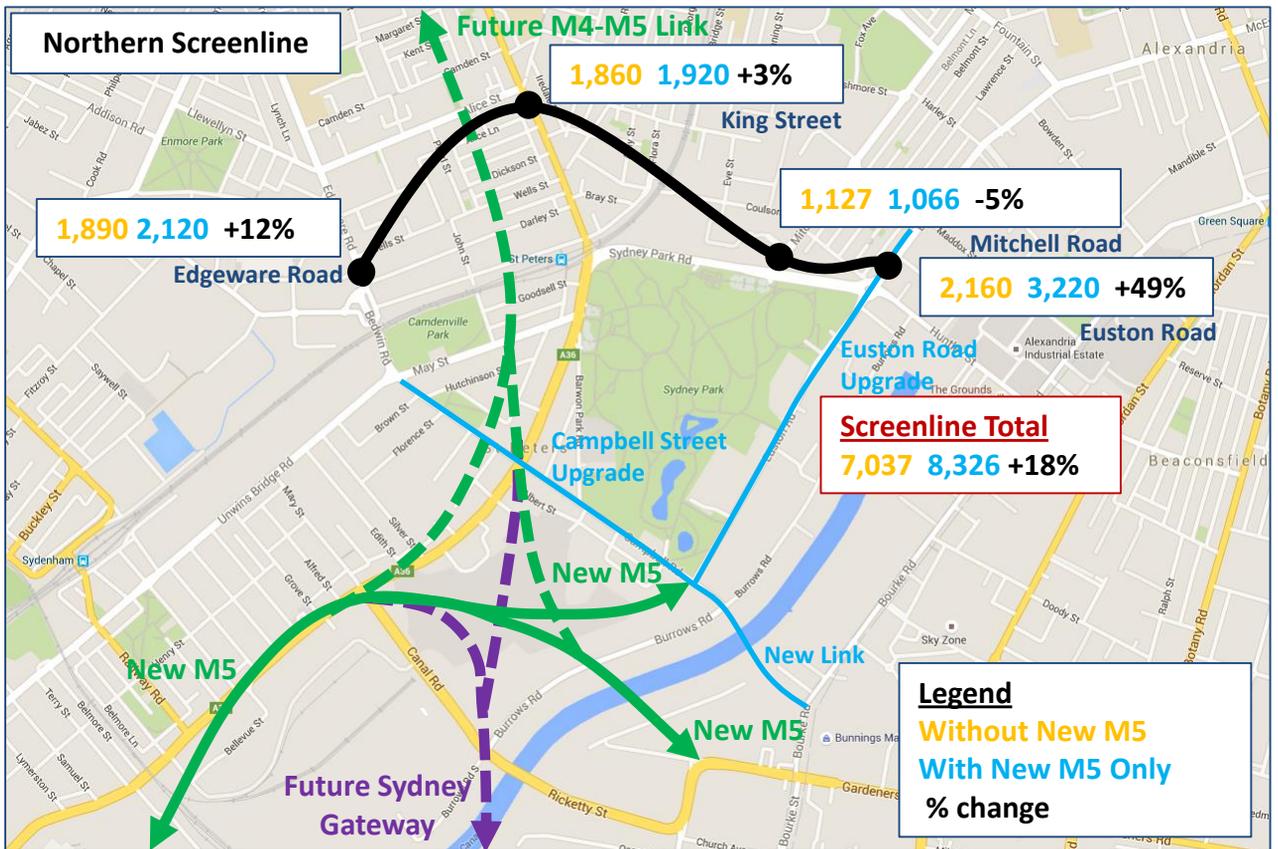


Figure A-2: Year 2021 Forecast Evening Peak Hour Traffic (2-Way)

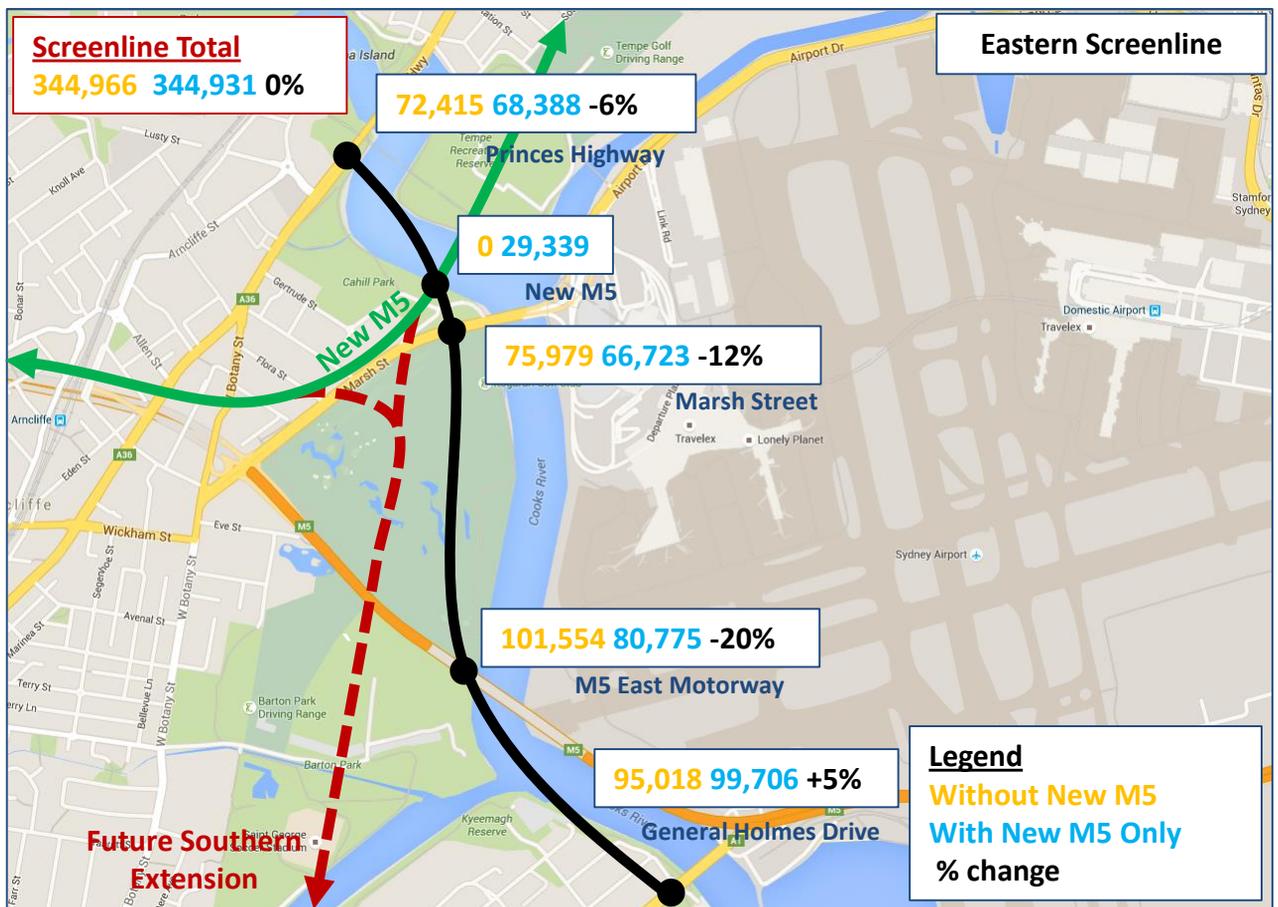
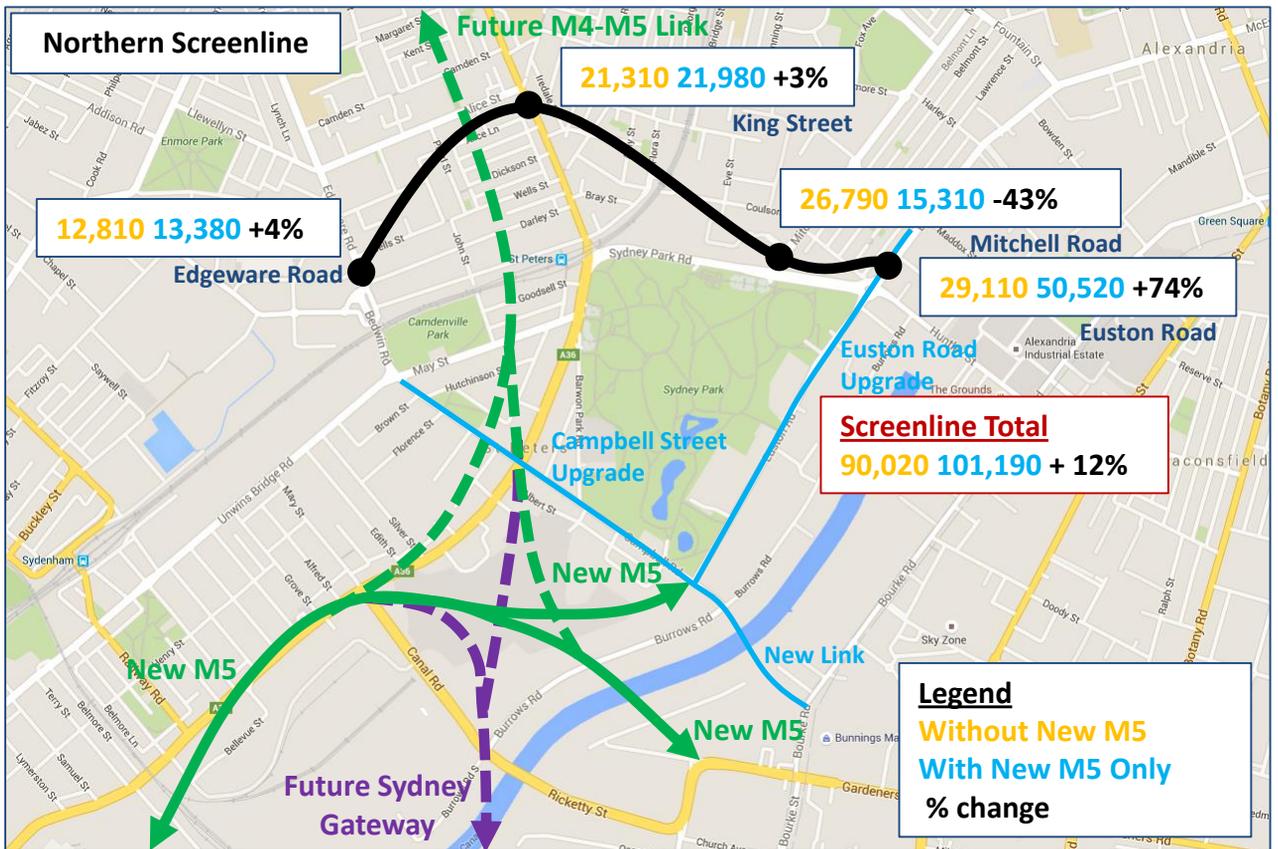


Figure 4-3: Year 2021 Forecast Average Weekday Traffic (2-Way)

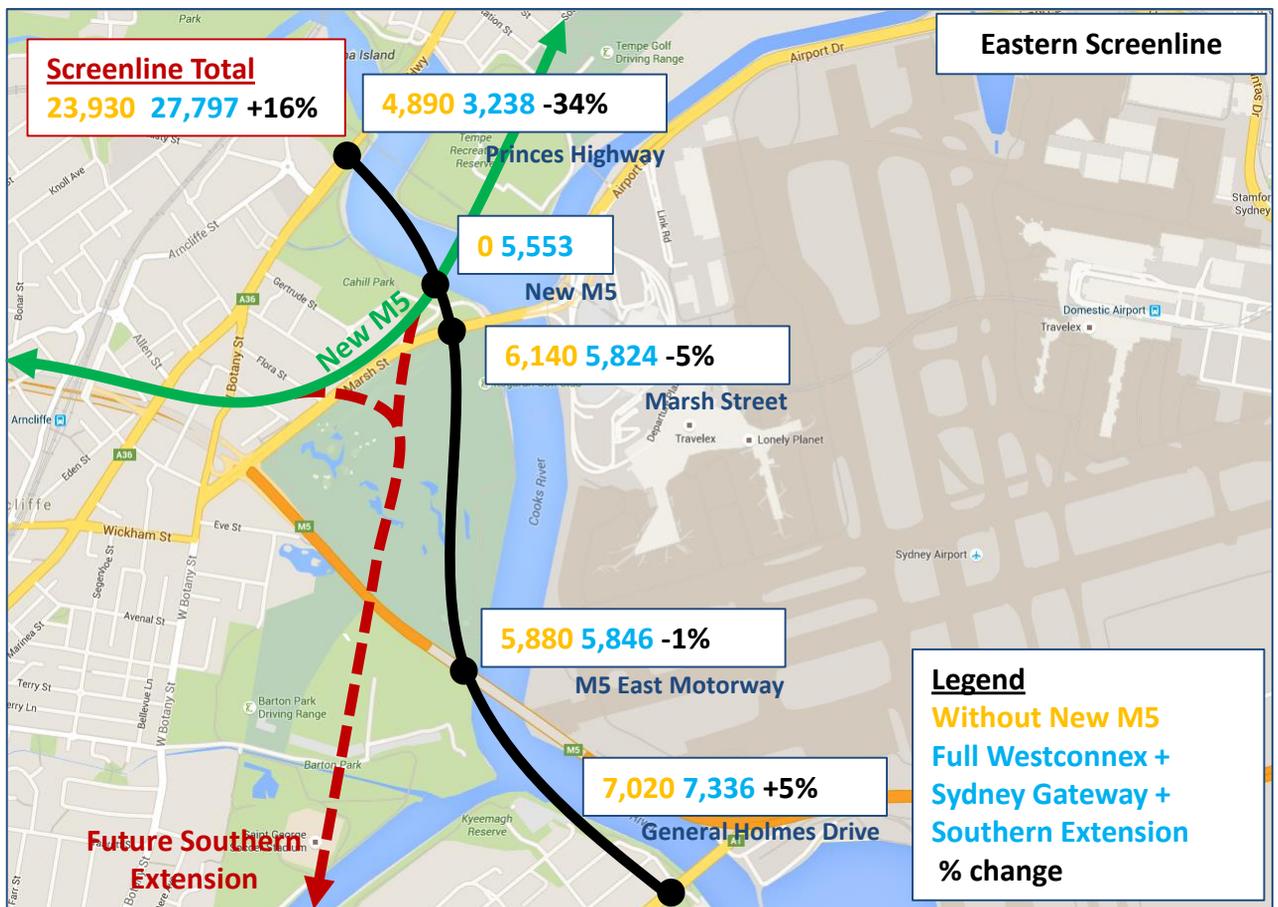
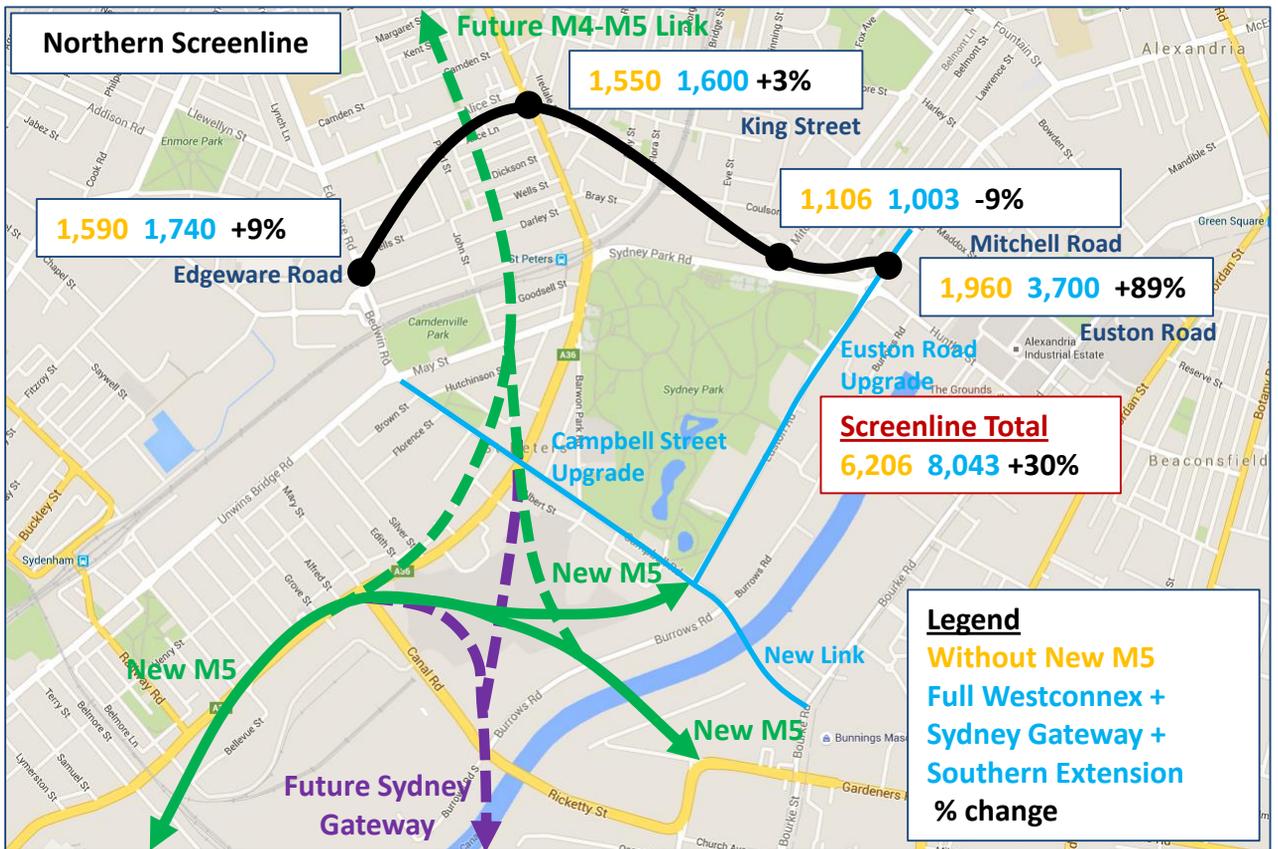


Figure A-3: Year 2031 Forecast Morning Peak Hour Traffic with WestConnex-Plus (2-Way)

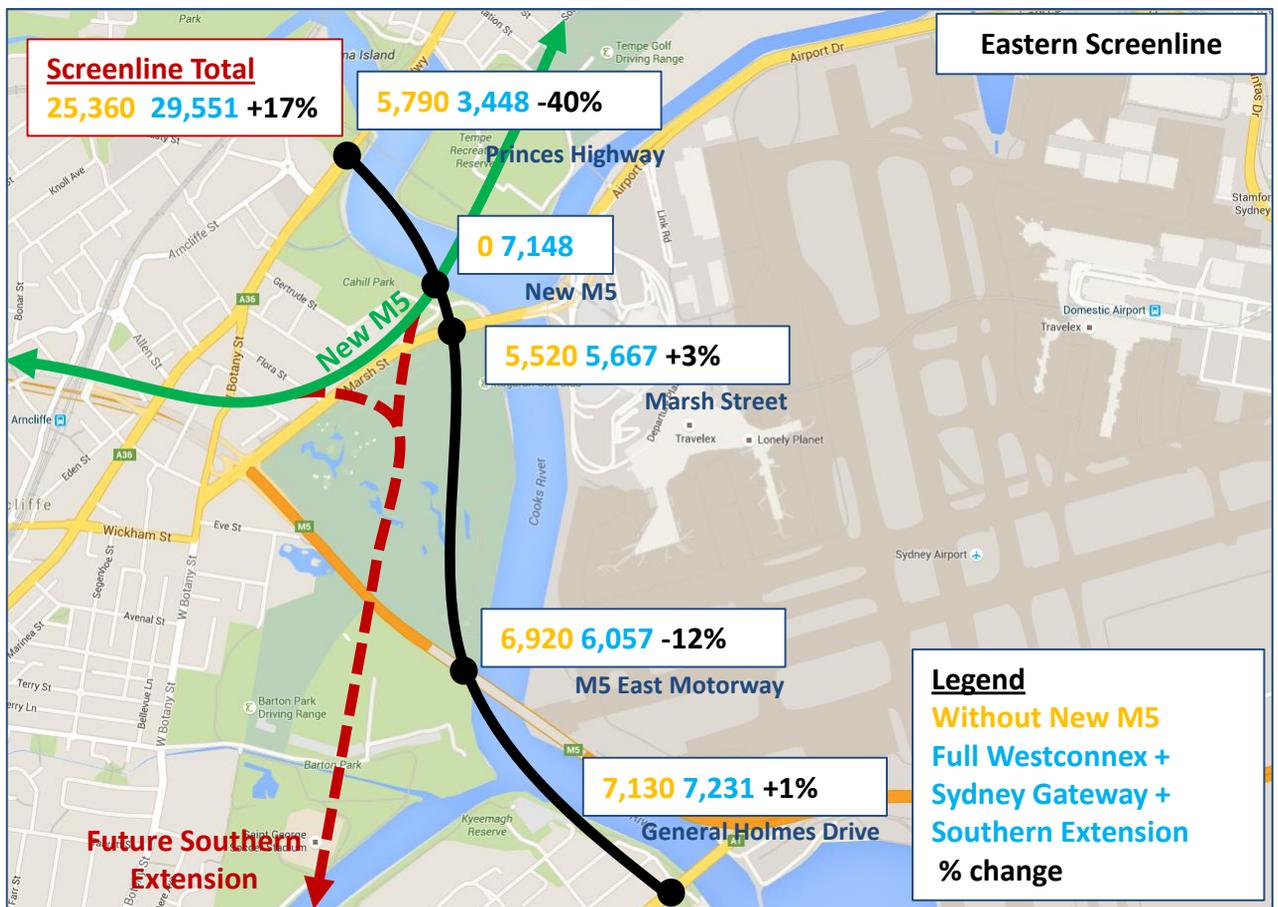
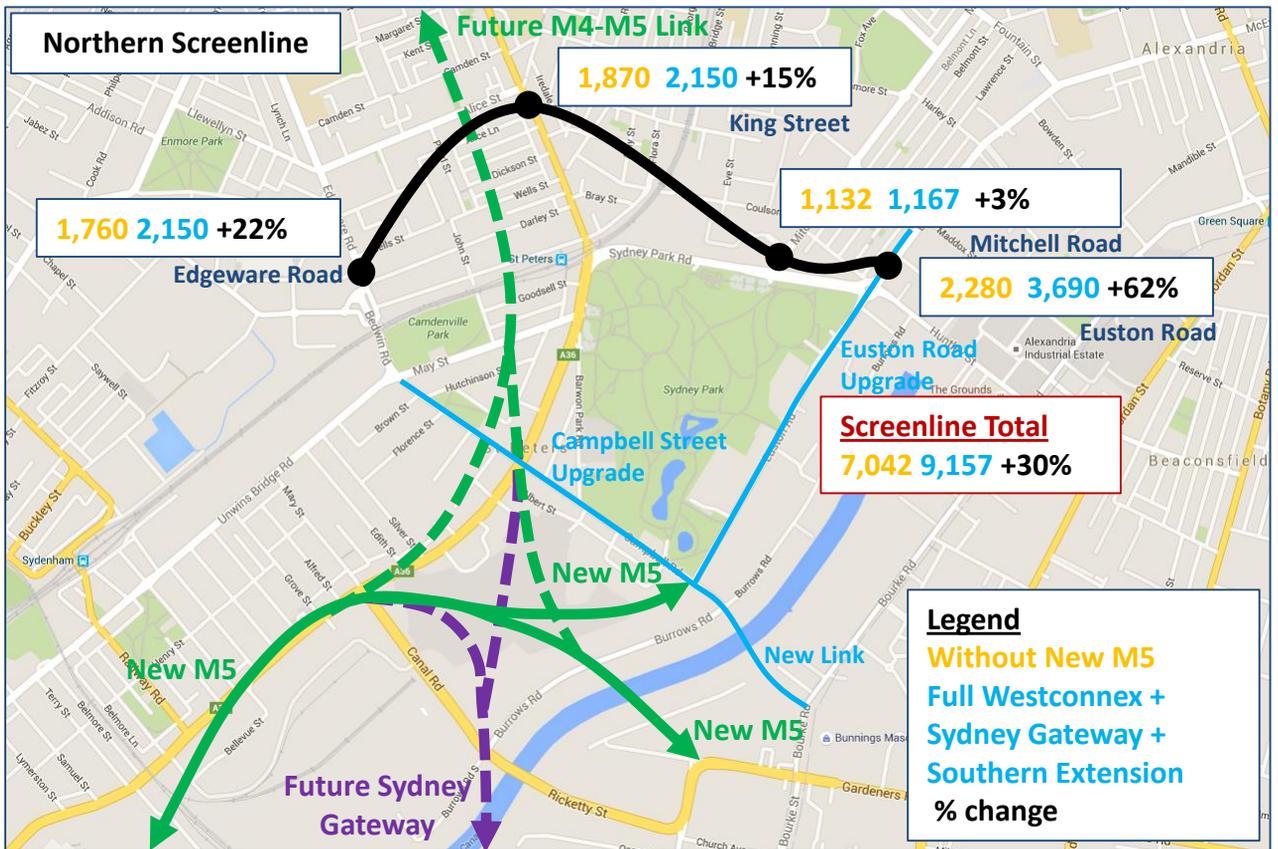


Figure A-4: Year 2031 Forecast Evening Peak Hour Traffic with WestConnex-Plus (2-Way)

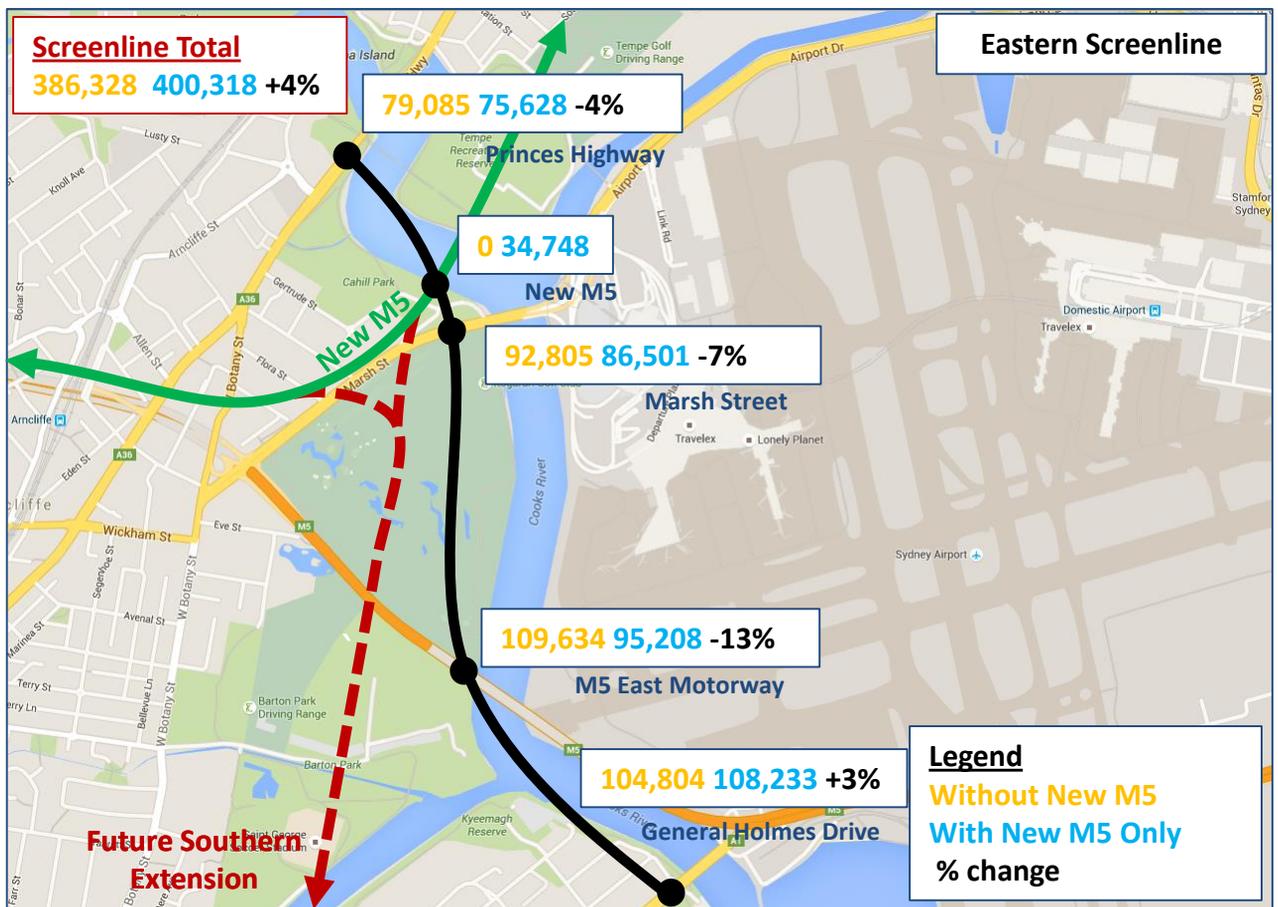
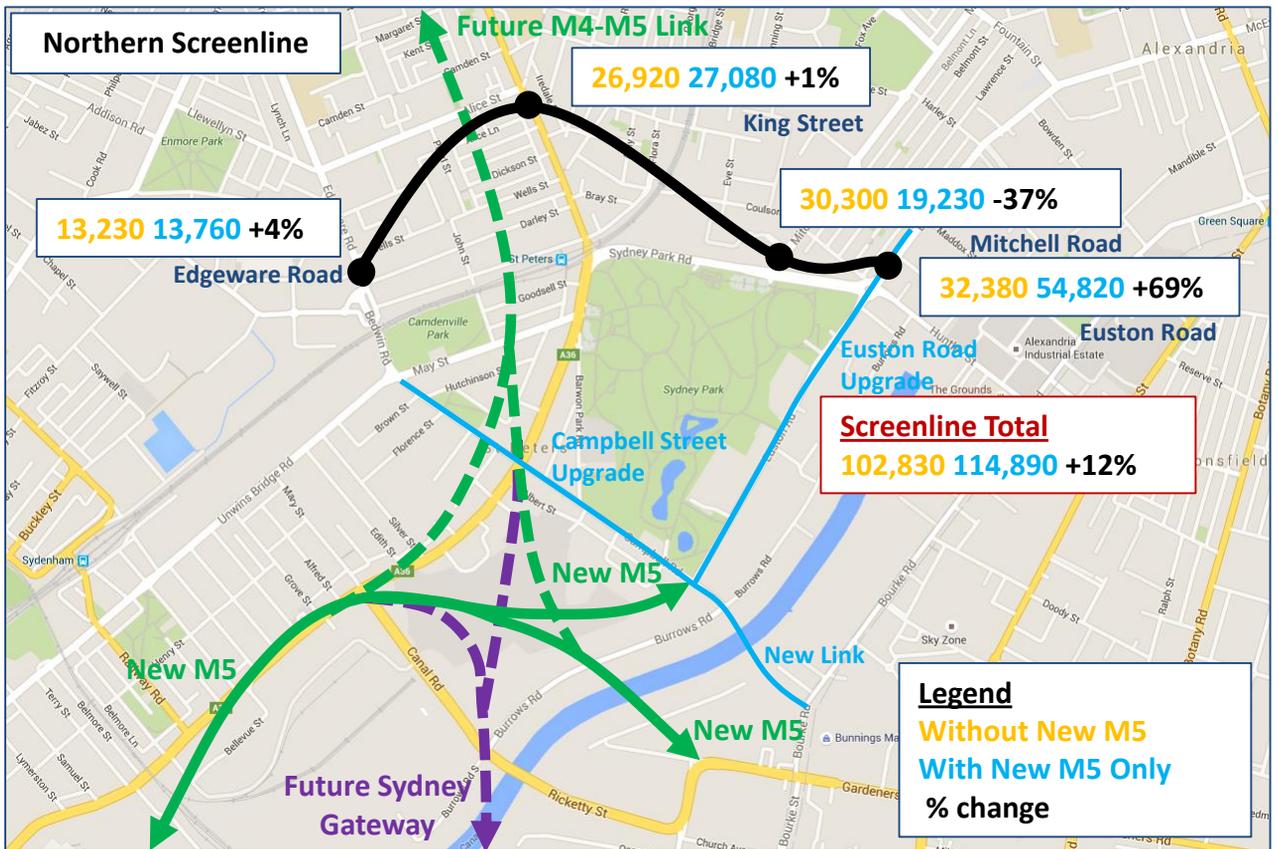


Figure 4-4: Year 2031 Forecast Average Weekday Traffic with New M5 only (2-Way)

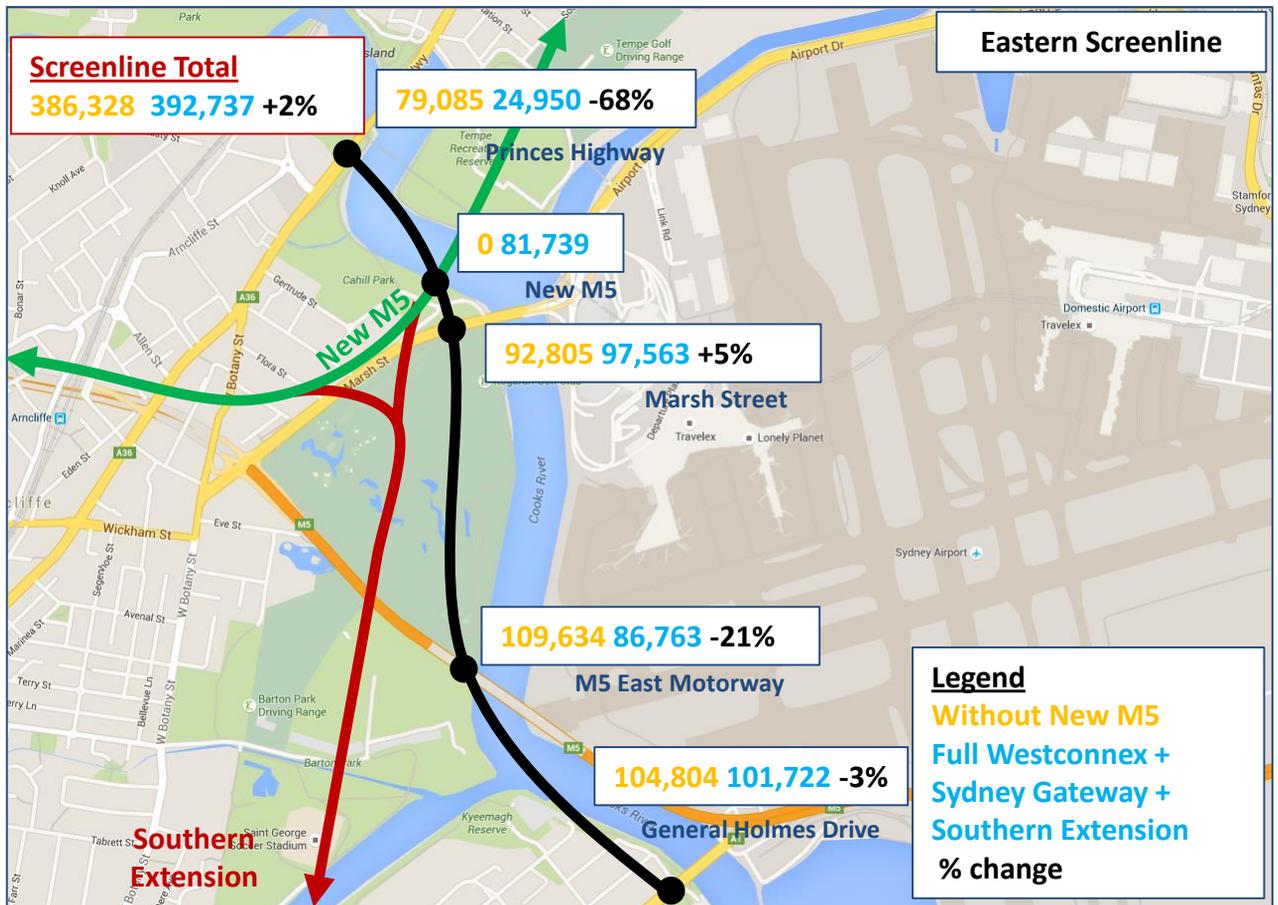
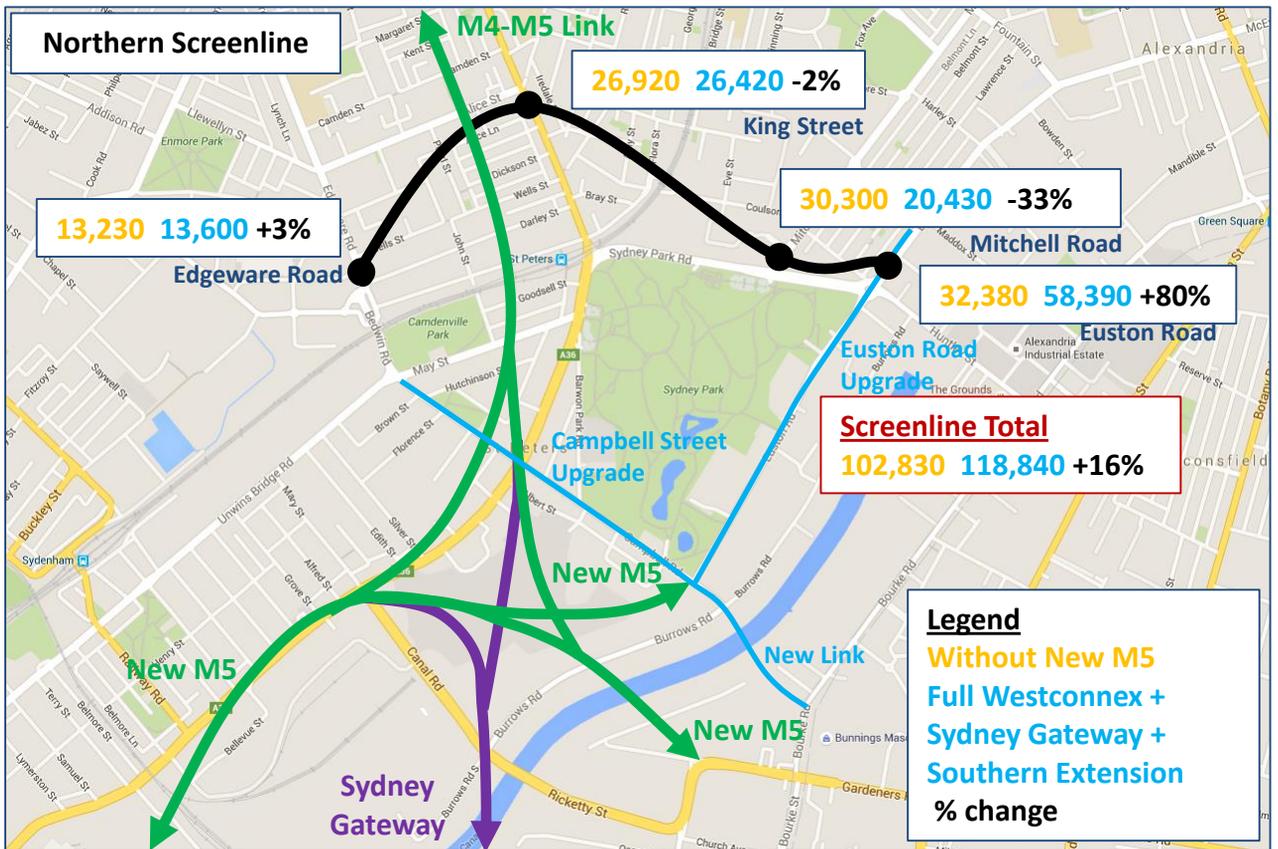


Figure 4-5: Year 2031 Forecast Average Weekday Traffic with WestConnex-Plus (2-Way)



Newtown Precinct Visitor Economy Research



Methodology

METHODOLOGY

Methodology Approach

An on-line survey was recommended as the most appropriate form of collecting the data for the following reasons:

- Cost effective way of reaching the target;
- Over 80% of the population has access to the Internet;
- Faster fieldwork time;
- No interviewer bias;
- Internet research produces richer open ended responses;
- Ability to show stimuli



Specifications

Target Sample

- The target sample was all Residents of Sydney aged 18 years and over
- Sydney Residents were classified into Primary, Secondary and Tertiary catchments by proximity to Newtown by post code

Sample

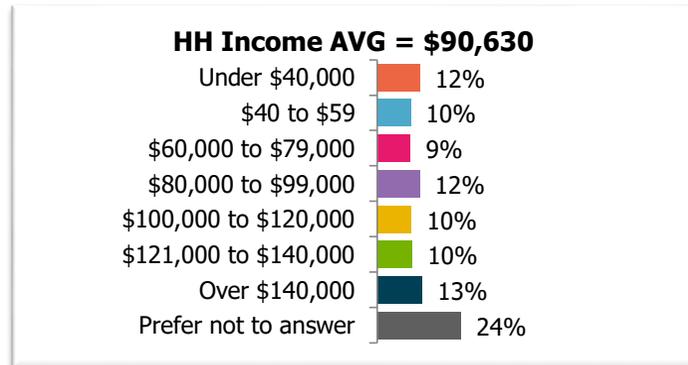
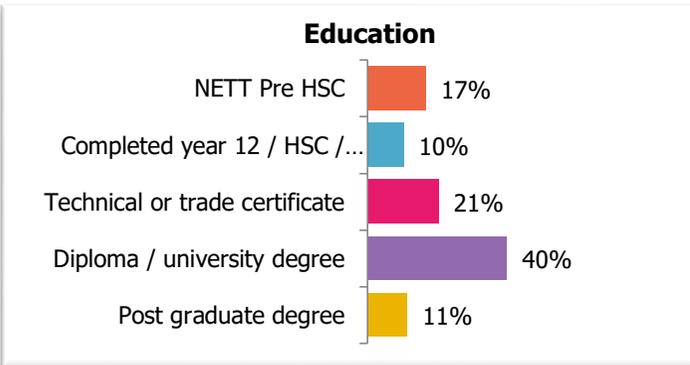
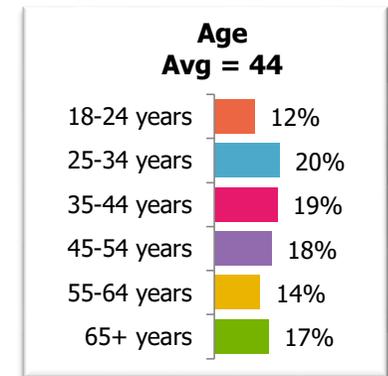
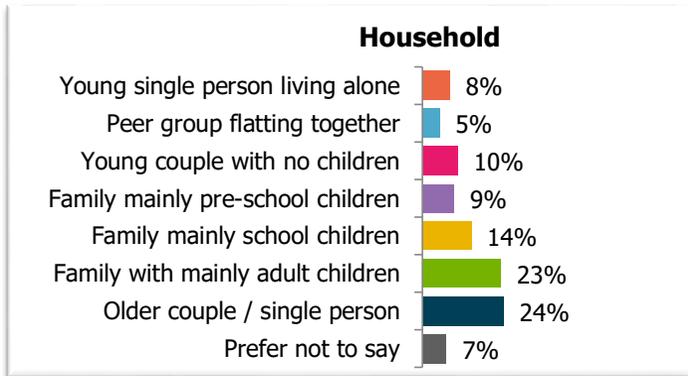
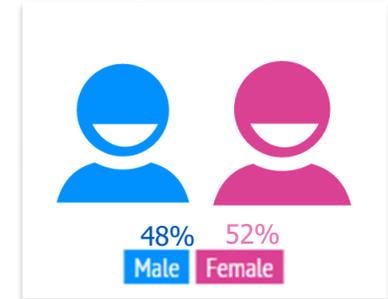
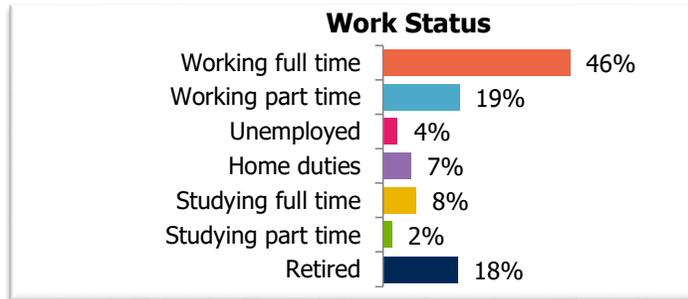
- The sample consisted of 394 respondents recruited from the My Opinions Panel
- To ensure a robust enough sample in the Primary and Secondary catchments, these areas were over sampled

Quotas and Weighting

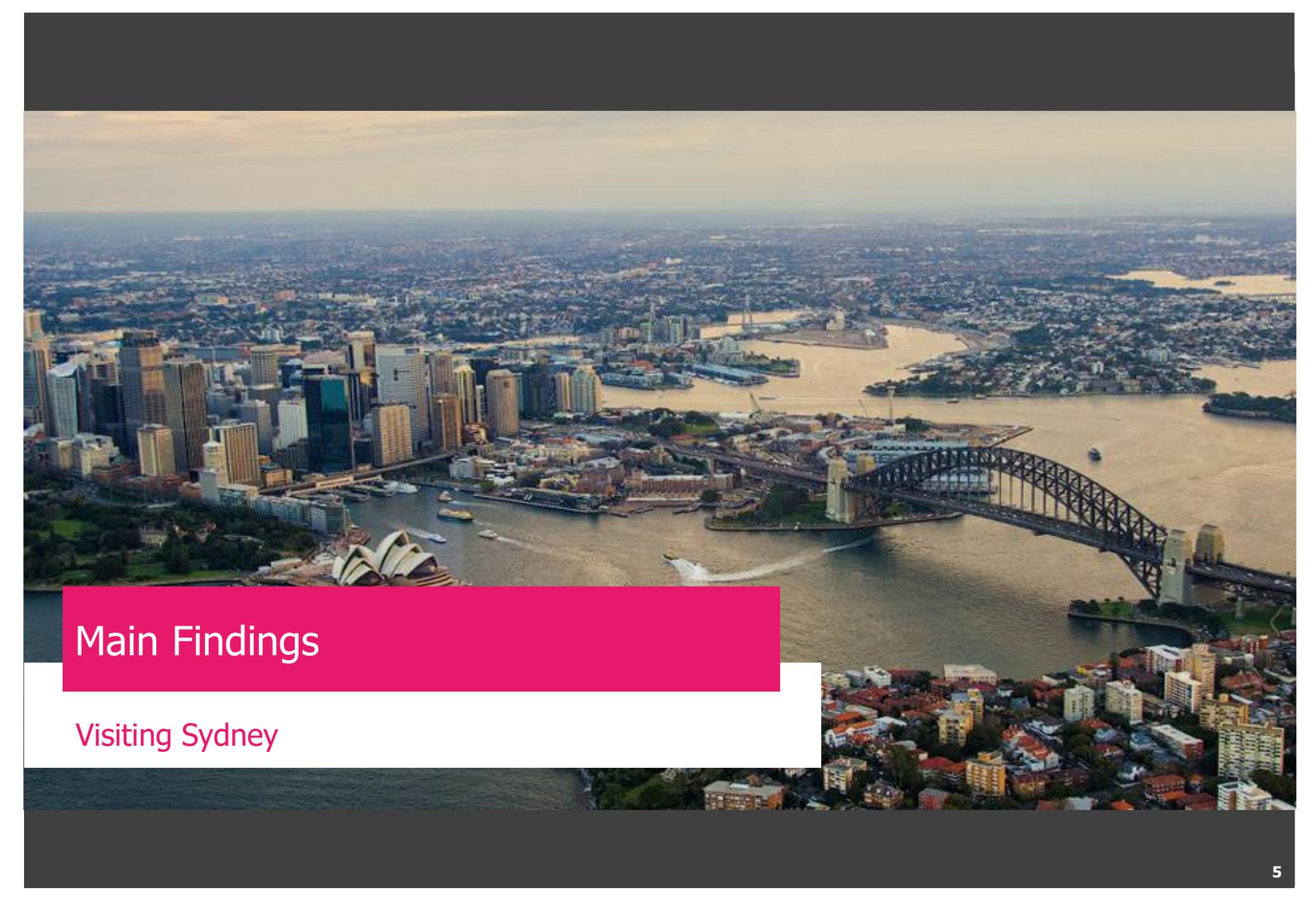
- Hard quotas were placed on respondents by gender, age and postcode
- Data was weighted to the 2011 ABS Census at a post code level

WHO WE SPOKE TO

- The weighted data produced an even mix of males & females, with an average age of 44 years living in the Sydney Metropolitan area.
- Nearly half the sample were in an older life stage with either adult children or empty nesters. Just under 1 in 4 have children in the home and 1 in 4 are in younger households.
- The average income is \$91K, with 72% possessing a tertiary qualification.



Base=3,384,255
Sydneyiders

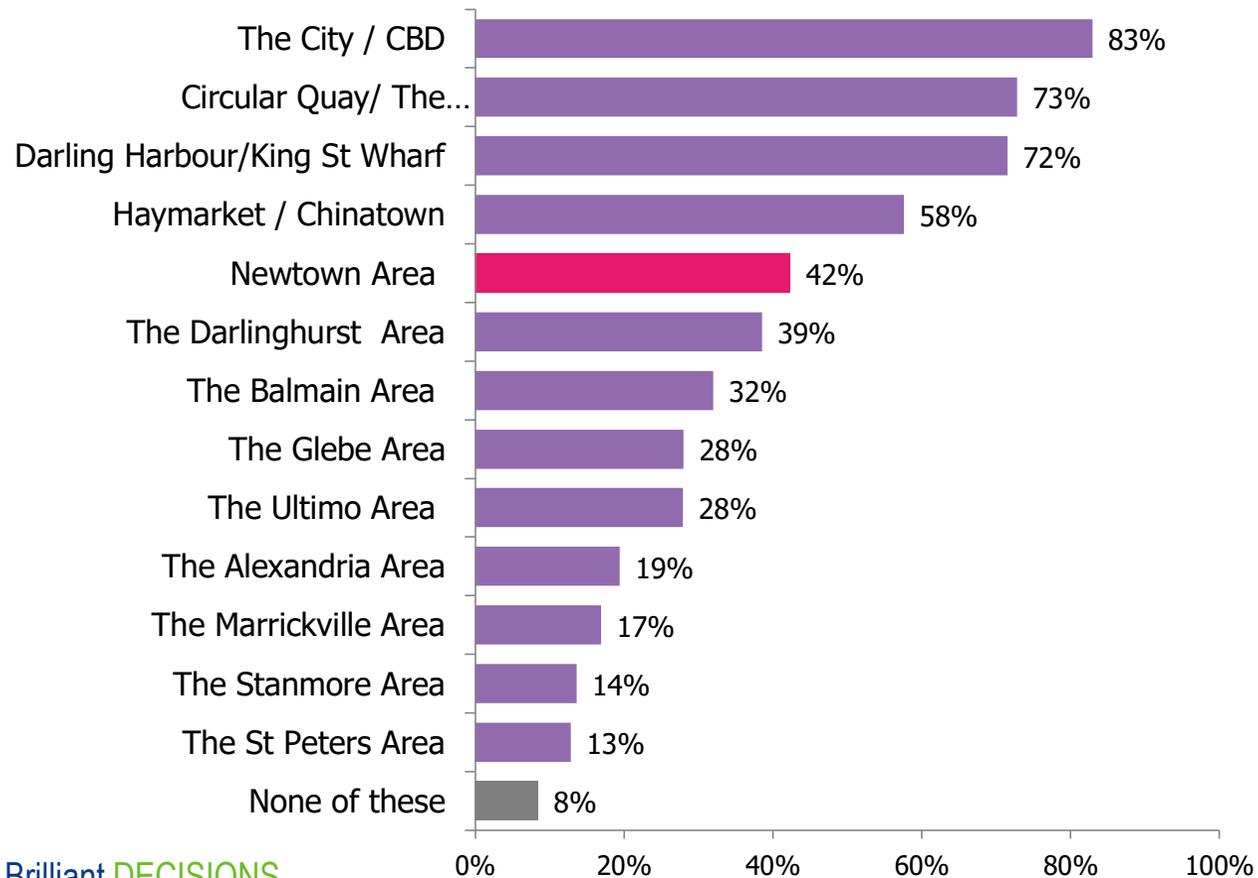


Main Findings

Visiting Sydney

Ever Visited

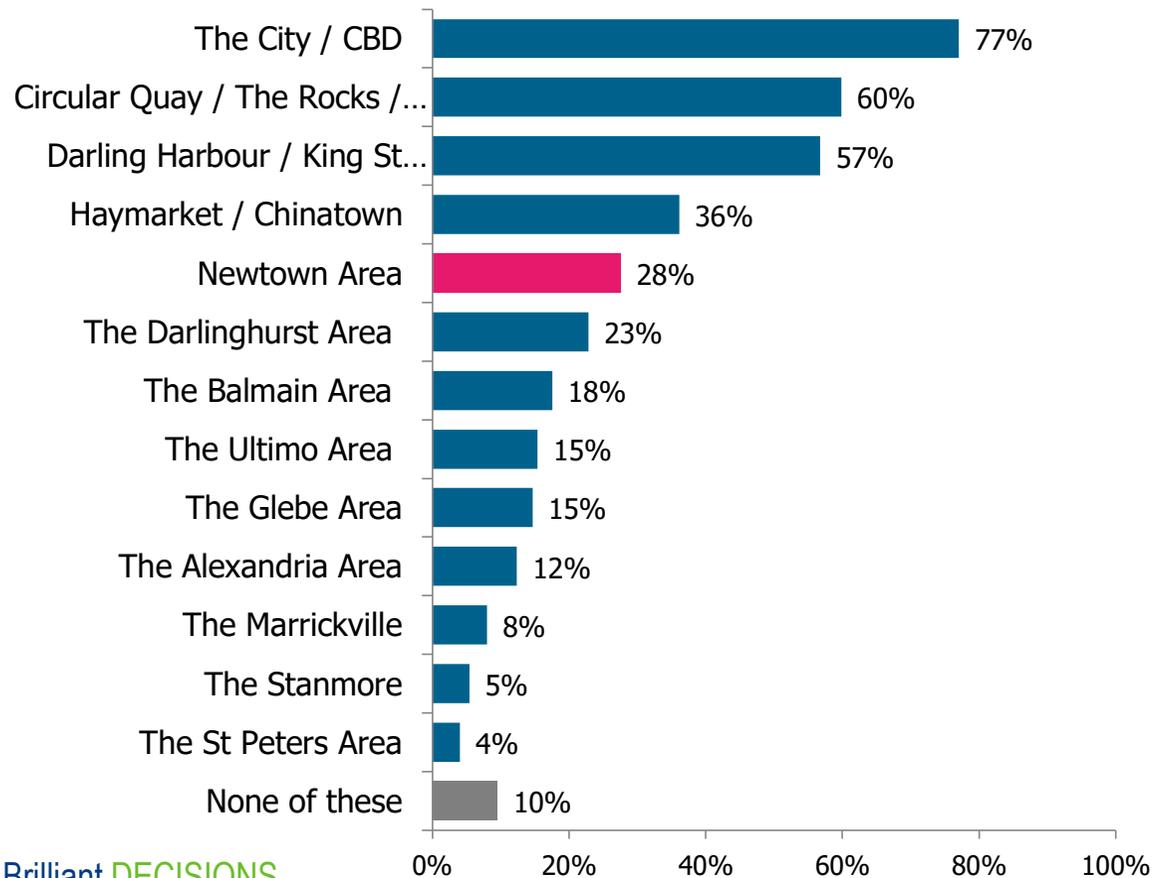
- In the past 12 months, 28% of Sydneysiders have visited Newtown, giving Newtown the highest visitation outside city precincts.
- Just over 3 in 4 Sydneysiders have visited the City / CBD and 2 in 5 have visited the Circular Quay area.
- The suburban precinct with the next highest visitation to Newtown is Darlinghurst at 23%.



Base=3,384,255 Sydneysiders

Past 12 Months

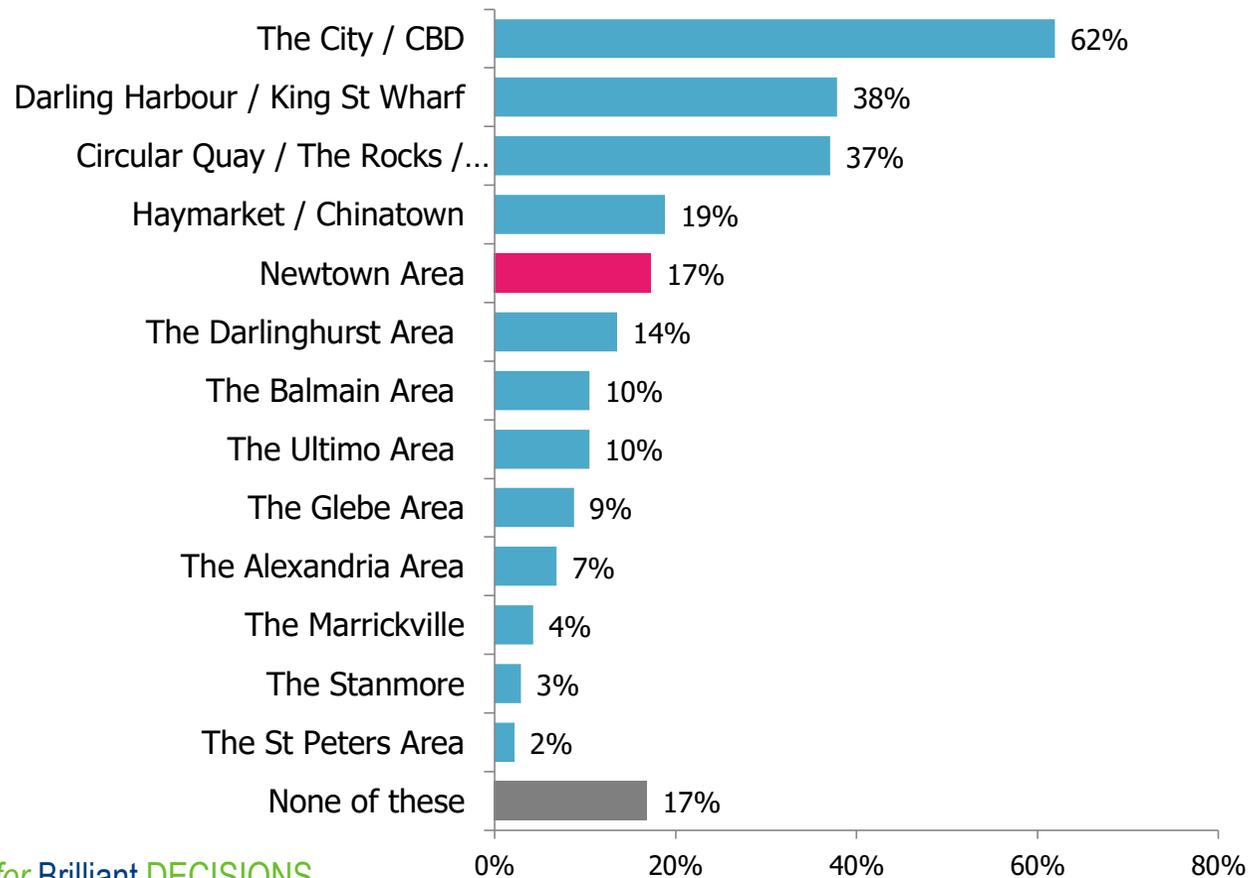
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- The suburban precinct with the next highest visitation to Newtown is Darlinghurst at 23%.



Base=3,384,255 Sydneysiders

Past 3 Months

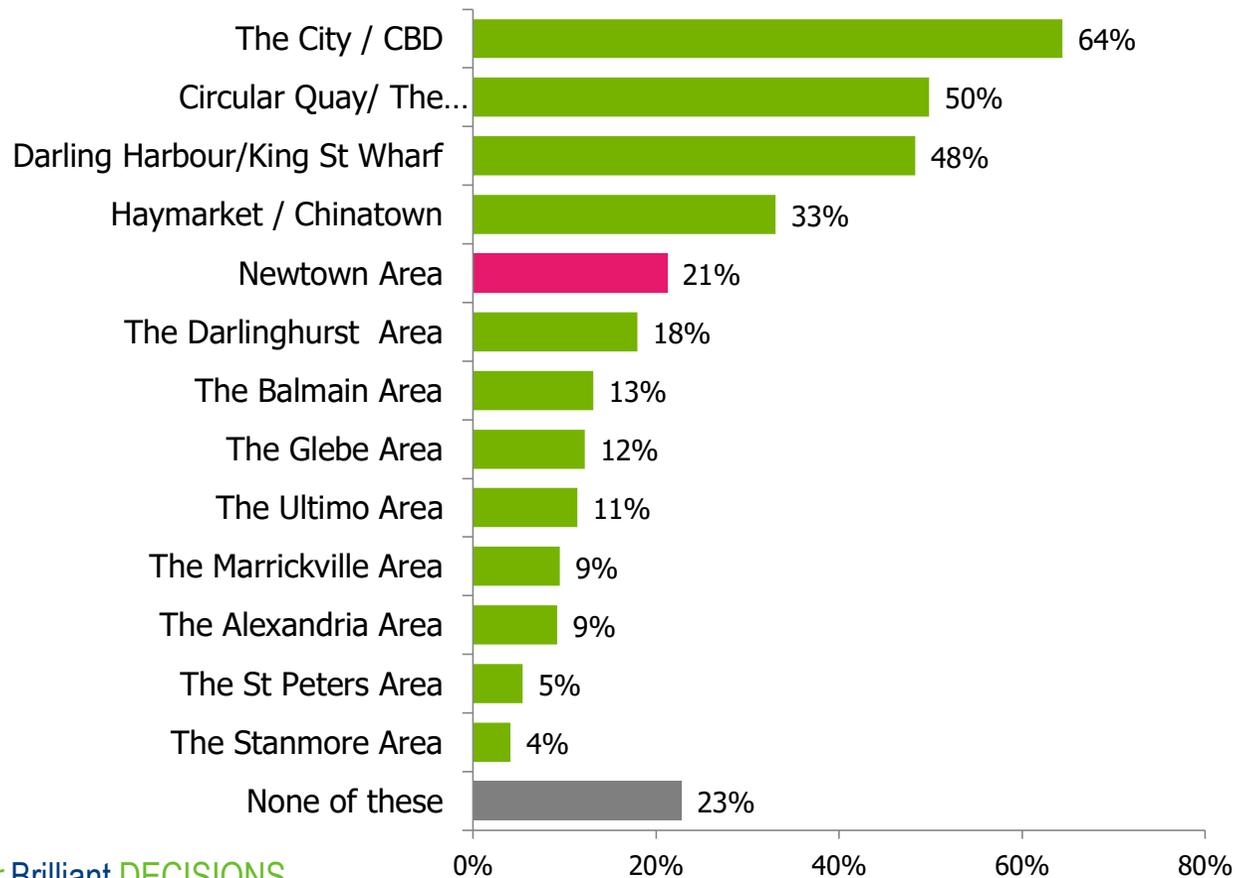
- In the past 3 months, 17% of Sydneysiders have visited Newtown.
- Just over 3 in 5 Sydneysiders have visited the City / CBD and around.
- The suburban precinct with the next highest visitation to Newtown is Darlinghurst at 14%.



Base=3,384,255 Sydneysiders

Next 6 Months

- Around 1 in 5 Sydneysiders intend on visiting Newtown for leisure in the next 6 months.
- Intended visitation to the CBD is just under 2 in 3 and for both the Circular Quay and Darling Harbour areas around 1 in 2.
- The suburban precinct with the next highest intended visitation to Newtown is Darlinghurst at 18%.



Base=3,384,255 Sydneysiders



Main Findings

Thoughts about Newtown

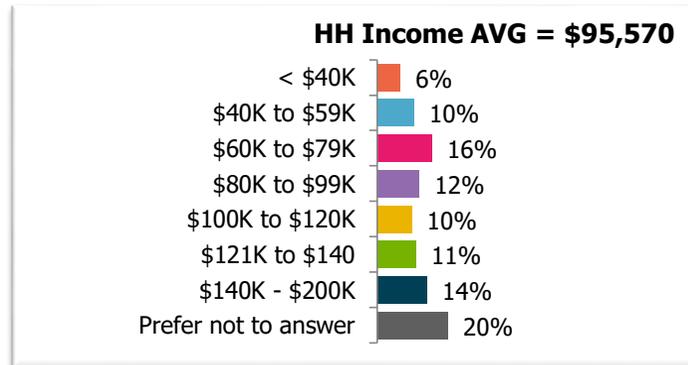
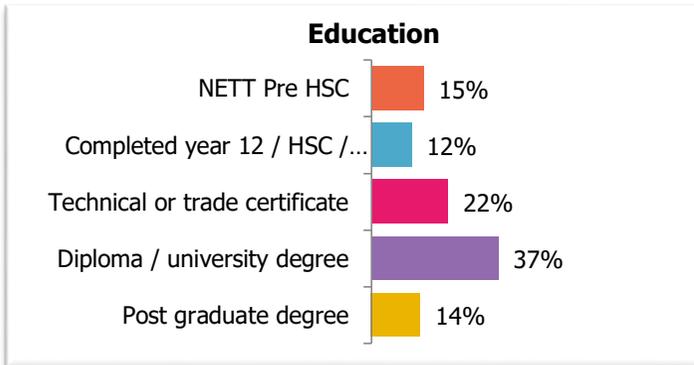
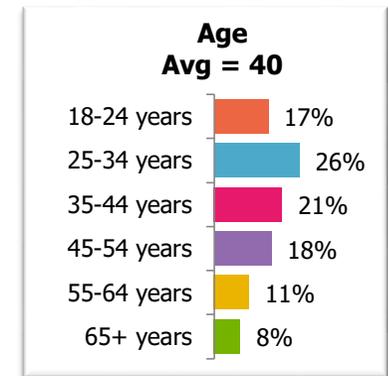
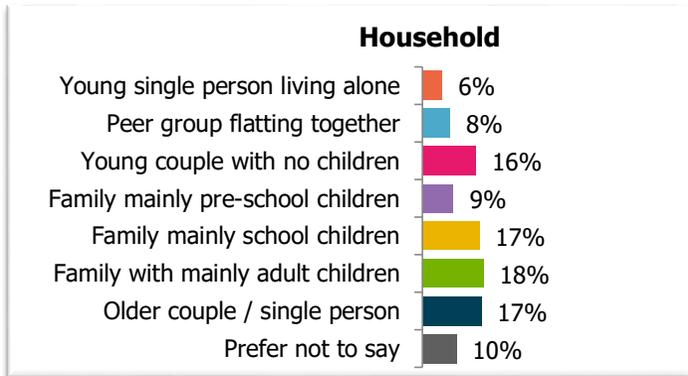
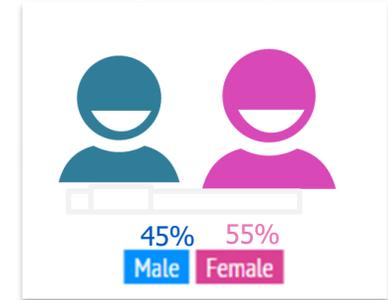
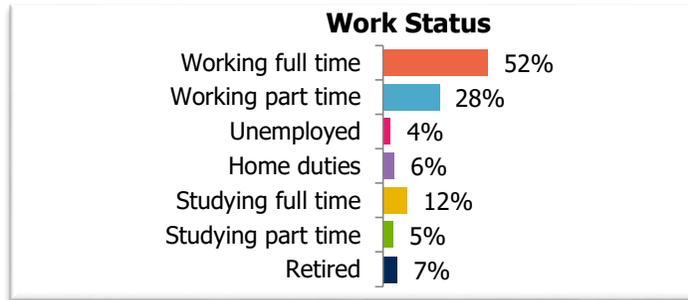


Main Findings

Past 12 Month Last Visit to Newtown for Leisure

The Newtown Visitor

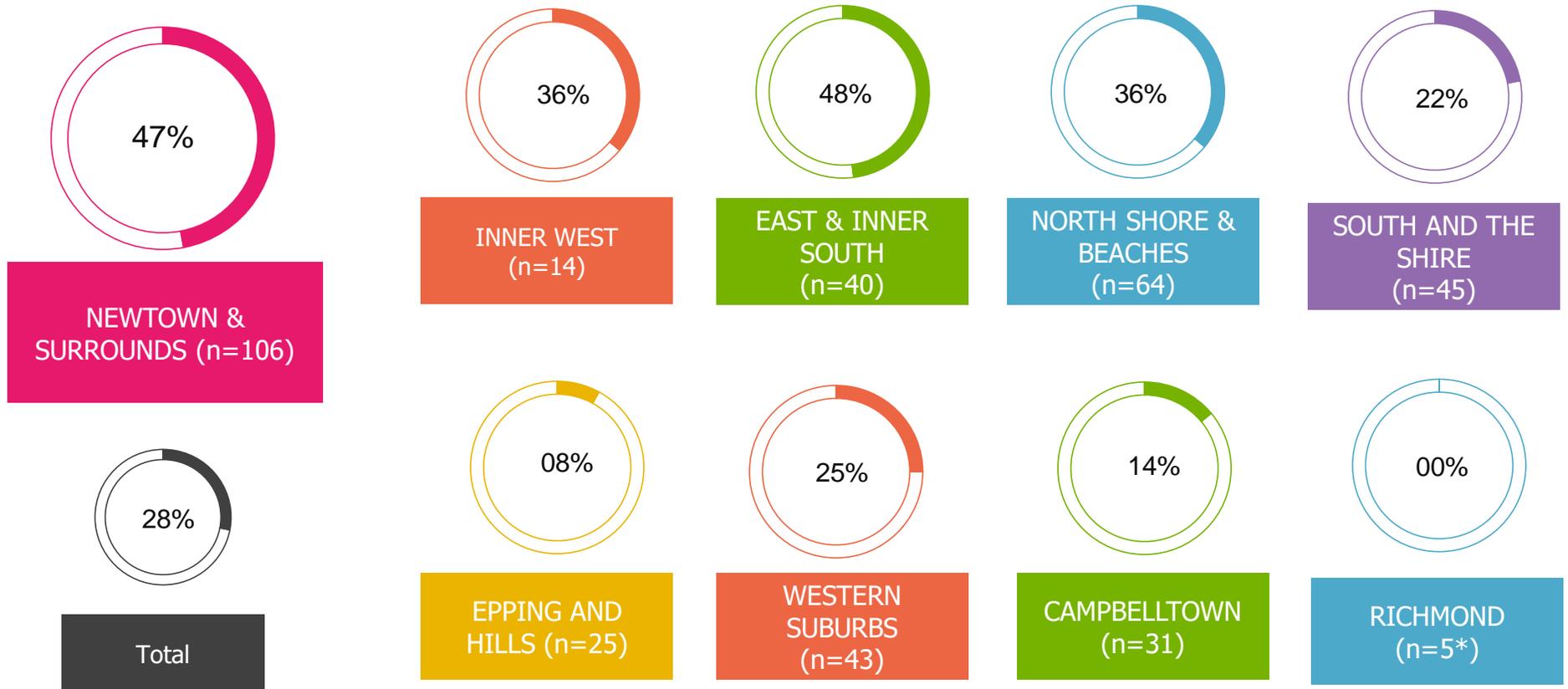
- The weighted sample of Past 12 month Visitors to Newtown has a population of 854,490 with a slight skew towards females.
- The average age is 40, slightly younger than the Sydney population of 44, with 30% SINKS & DINKS, 26% families and 35% older persons.
- Eight in ten are in the workforce, with the 73% possessing a tertiary qualification.



**Base=854,490
Past 12 Month
Visitors to
Newtown for
leisure**

P12M Visitation

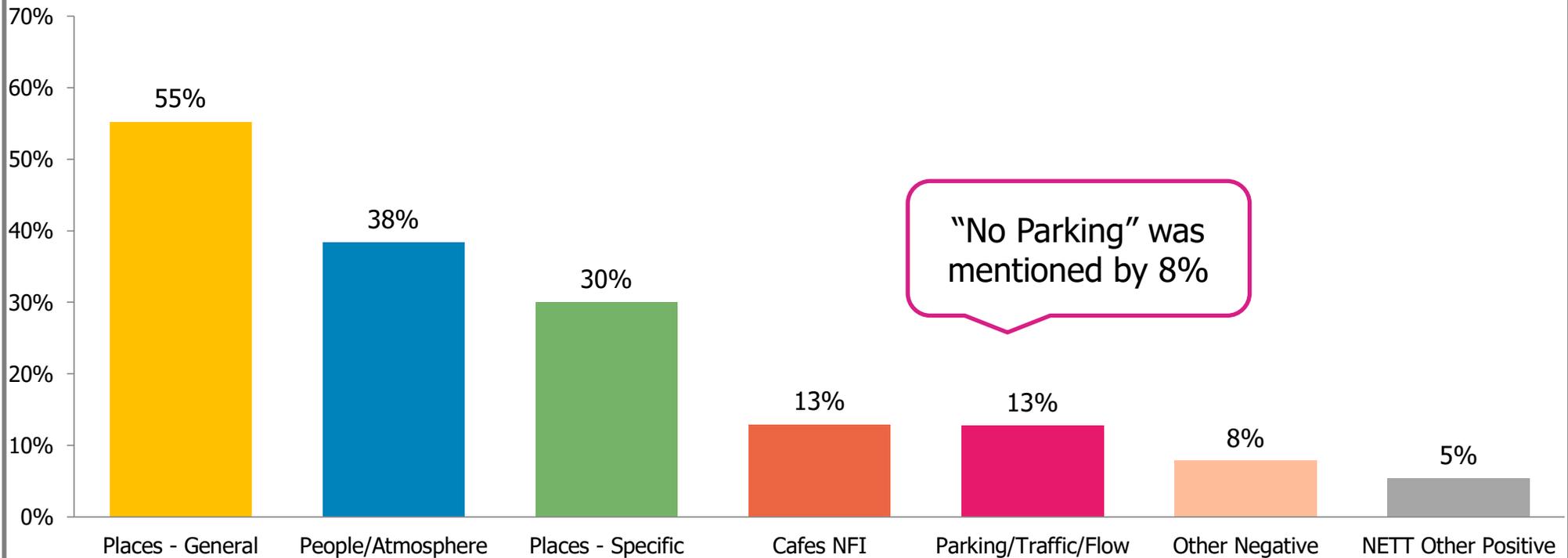
- In the past 12 months, the 47% residents from Newtown & Surrounds have visited Newtown for leisure.
- Residents from the East and Inner South have had the highest visitation to the precinct for leisure at 48%.



Base=854,490 Past 12 Month Visitors to Newtown for leisure

Impressions of Newtown

- General places such as cafes, restaurants, pubs and bars, shops and shopping were mentioned as coming to mind when thinking about Newtown for 55% of P12M visitors.
- The People / Atmosphere was mentioned by 38% and specific places, such as King Street, the Enmore Theatre & Dendy were mentioned by 30%



Base=854,490 Past 12 Month
Visitors to Newtown for leisure

NEWTOWN
PRECINCT

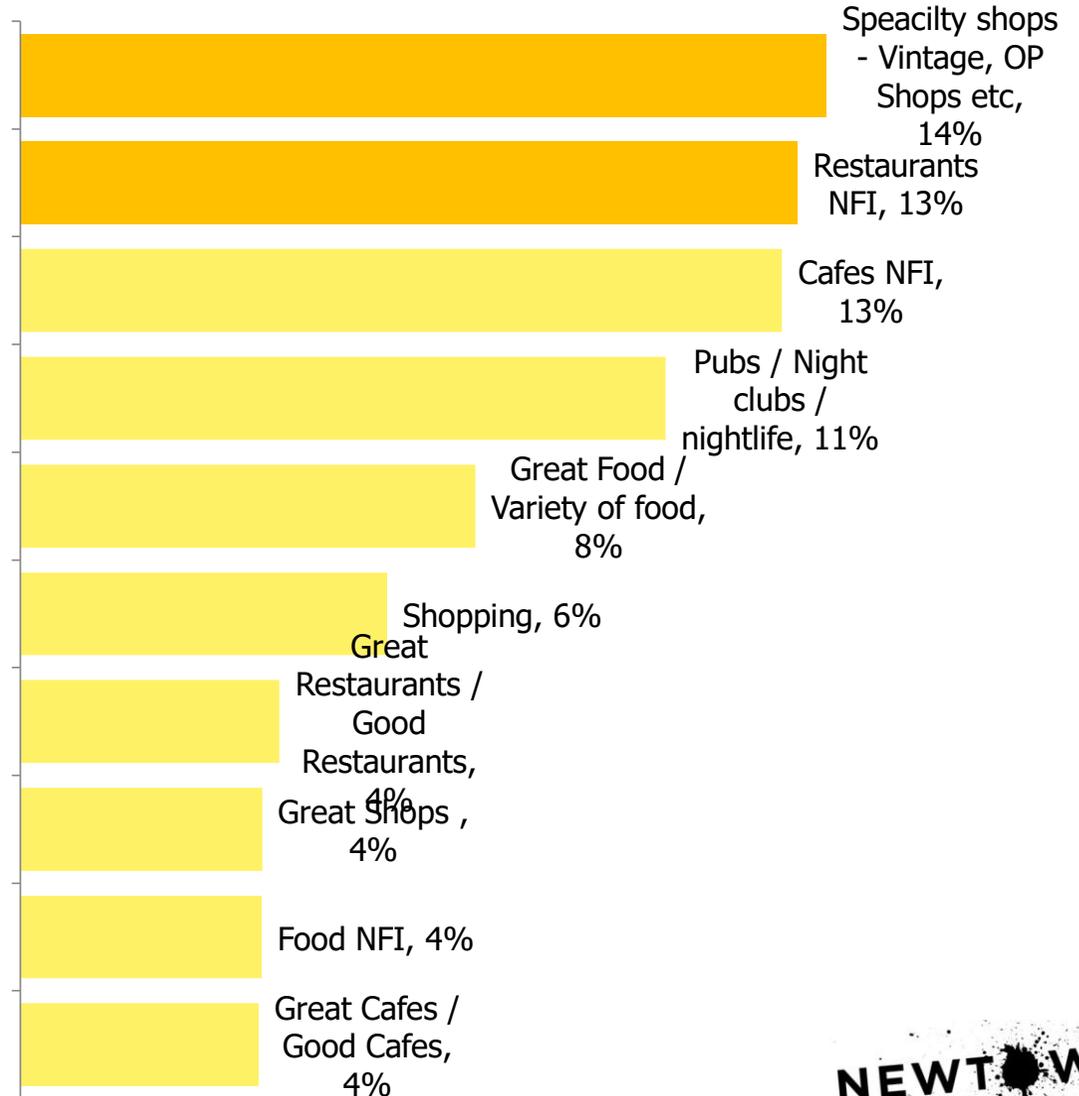
Thinking of Newtown – General places

- When mentioning general places, Specialty Shops such as Vintage, Boutique, Antique, Opportunity and Book shops were the most frequently mentioned at 14%.
- Restaurants were the next most often mentioned at 13%.



General Places

Base=854,490 Past 12 Month Visitors to Newtown for leisure



Thinking of Newtown – People / Atmosphere

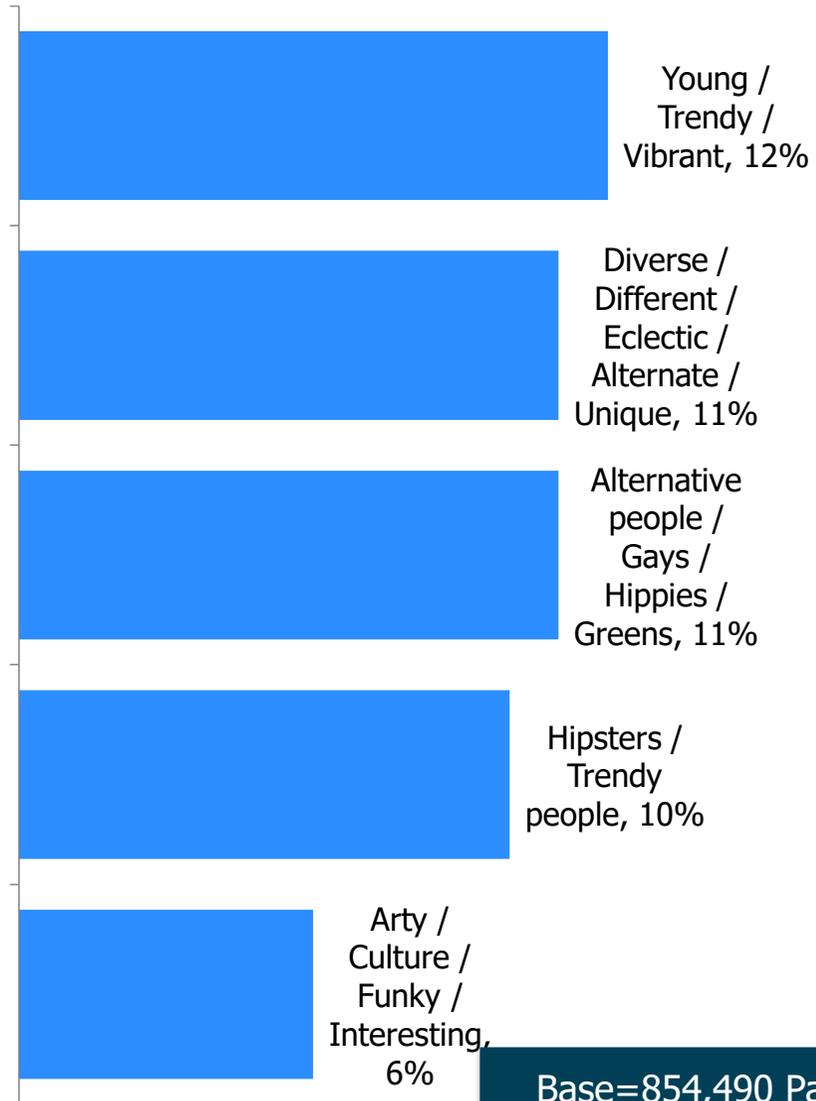
- When mentioning people / atmosphere, the most common mention was Young / Trendy / Vibrant people at 12%.
- Diverse / Different / Alternate & Eclectic as the atmosphere was mentioned by 11% and Alternate, Gays, Hippies and Greens as people there were also mentioned by 11%.

38%



People / Atmosphere

Base=854,490 Past 12 Month Visitors to Newtown for leisure



Base=854,490 Past 12 Month Visitors to Newtown for leisure

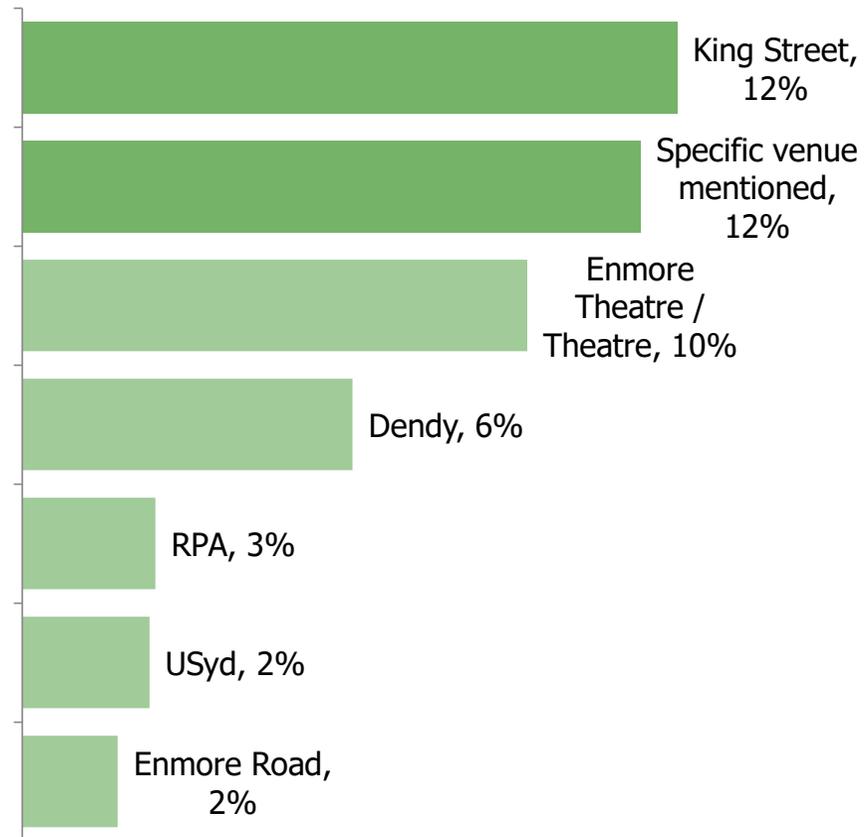
Thinking of Newtown – Specific Places Mentioned

- When mentioning specific places, King Street had the most mentioned at 12%, followed by Specific Venues (e.g. The Bank, The Townie, The Vanguard) which when netted came to 12%, but were various enough that no one specific venue came to <2%.
- The Enmore Theatre was mentioned by 10%.

30%

Specific Place Mentioned

Base=854,490 Past 12 Month Visitors to Newtown for leisure

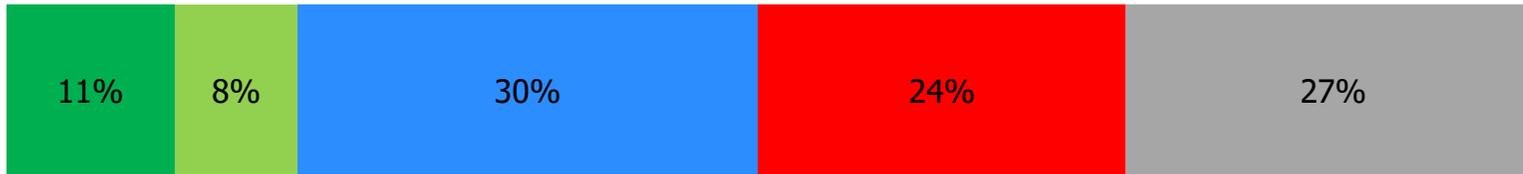


Frequency of Visitation

- For those who visited Newtown for leisure in the P12M, the averages frequency of visitation was 1.4 times per year.

For Leisure n=124

Average #
per Year



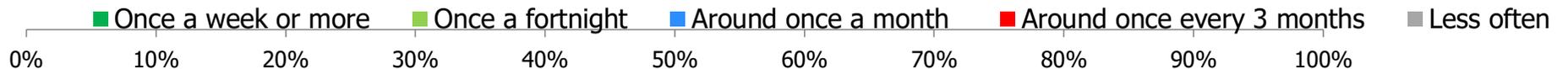
1.4

For Work n=32*

- For those who visited Newtown for work in the P12M, the averages frequency of visitation was 4 times per year.



4



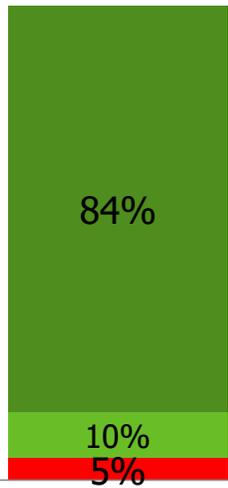
Base=854,490 Past 12 Month
Visitors to Newtown for leisure

**Caution – low base*



Last Visit

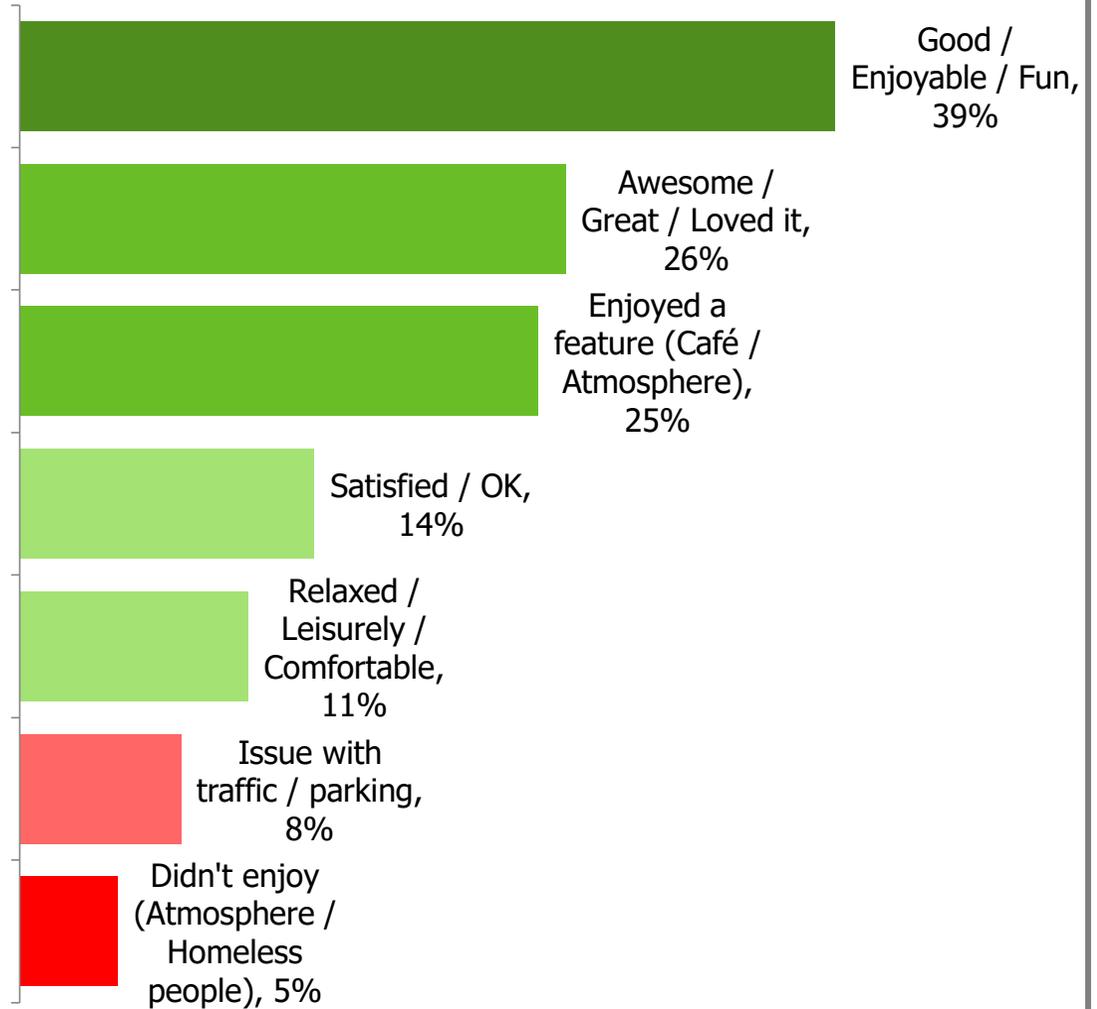
- For 84% of those who visited in the Past 12 Months, the visit was positive. Nearly 2 in 5 said the visit was Good / Enjoyable / Fun and 1 in 4 said it was Awesome / Great / Loved it, with 1 in 4 enjoying a feature such as a café or restaurant.
- Around 1 in 10 found the experience positive but... it was marred by something such as parking or the atmosphere



- Positive
- Positive but...
- Negative

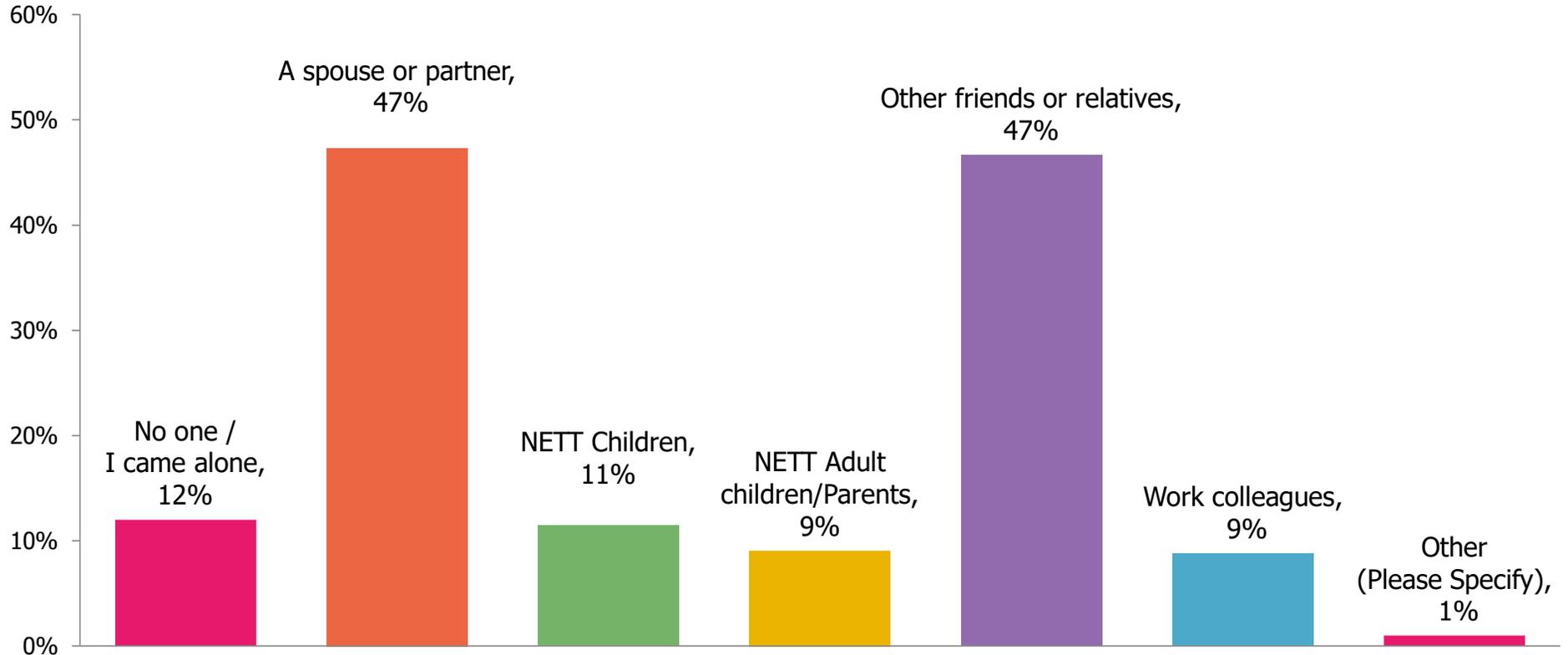
Last Visit

Base=854,490 Past 12 Month Visitors to Newtown for leisure



Who they came with

- Nearly half of all P12M Newtown Visitors came with a spouse or partner and/or another friend or relative.
- Around 1 in 10 came with children.

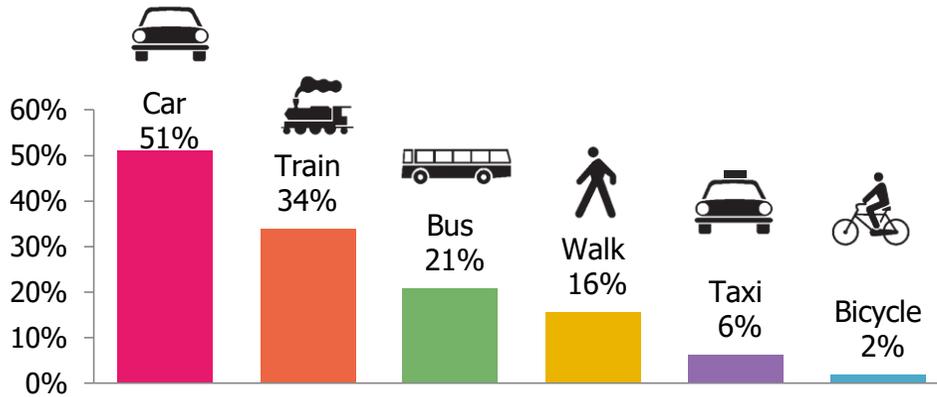


Base=854,490 Past 12 Month Visitors to Newtown for leisure

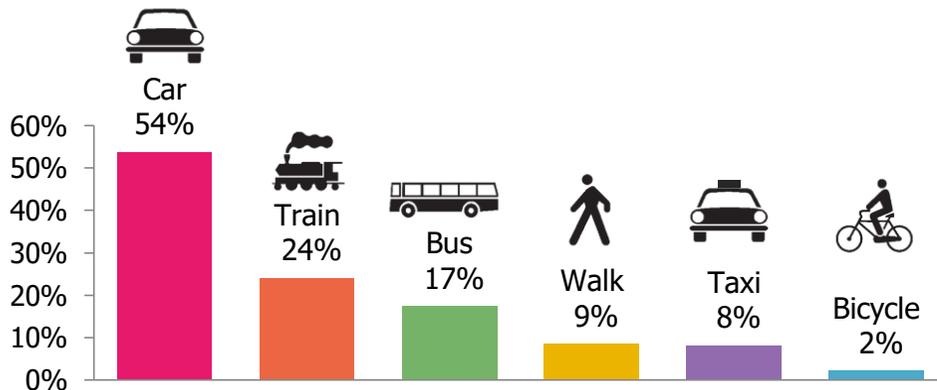
Mode of Transport

- The most common way to travel to and from Newtown is via private car at 56%.
- Train is the second most prevalent way at 34% & Bus at 23%.

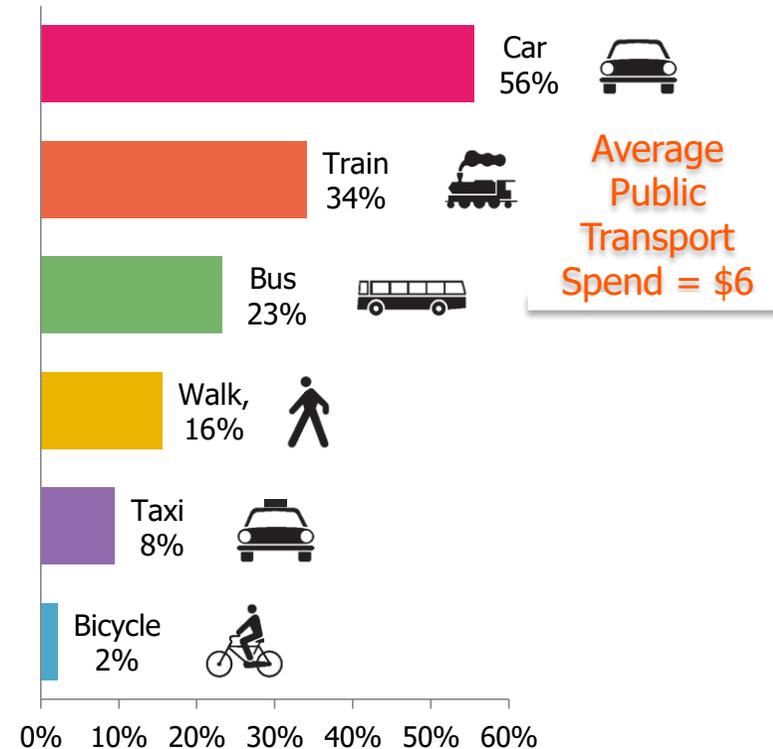
To Newtown



From Newtown



To & From Newtown

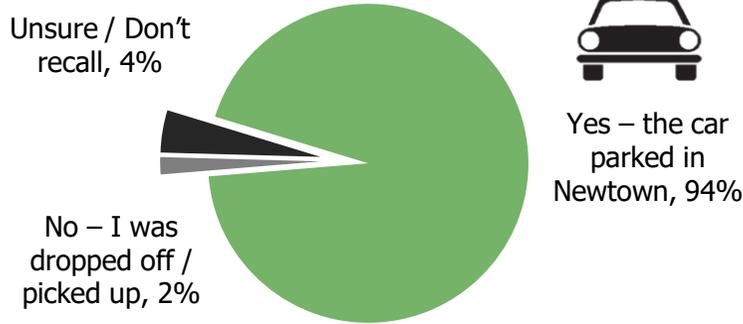


Base=854,490 Past 12 Month Visitors to Newtown for leisure

Parking

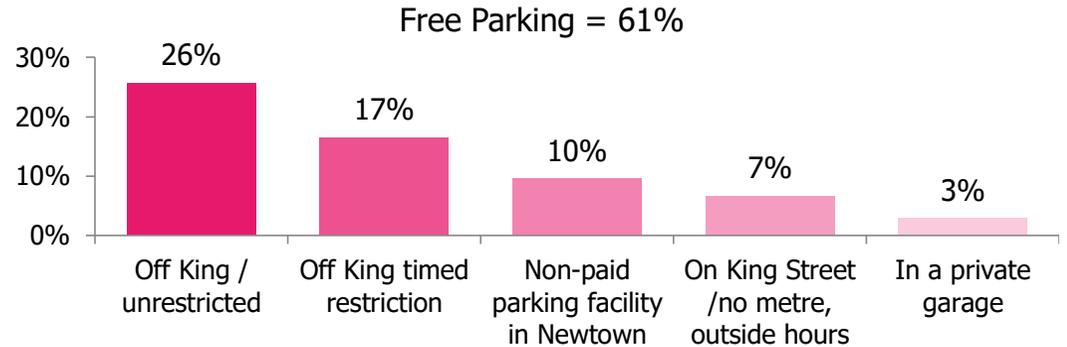
- Among those who drove to Newtown during their last visit, 94% parked their car in Newtown.
- Among those who parked in Newtown, 61% parked for free and 27% paid for parking (12% unsure).
- Parking on King Street accounted for 14%.

Drove to Newtown

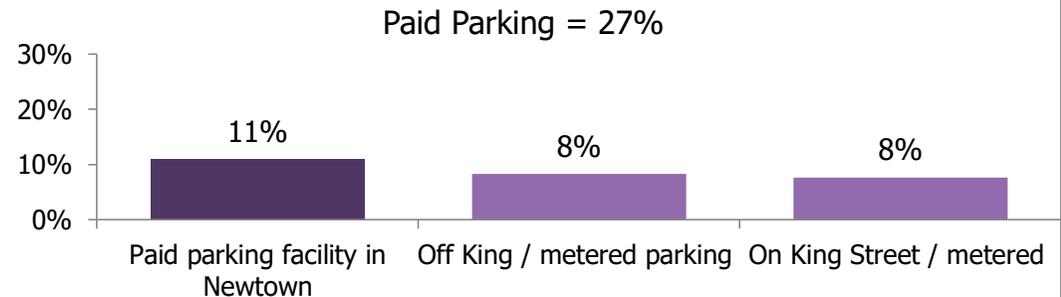


KING STREET = 14%

Type of Parking



Average Spend on Paid Parking = \$15



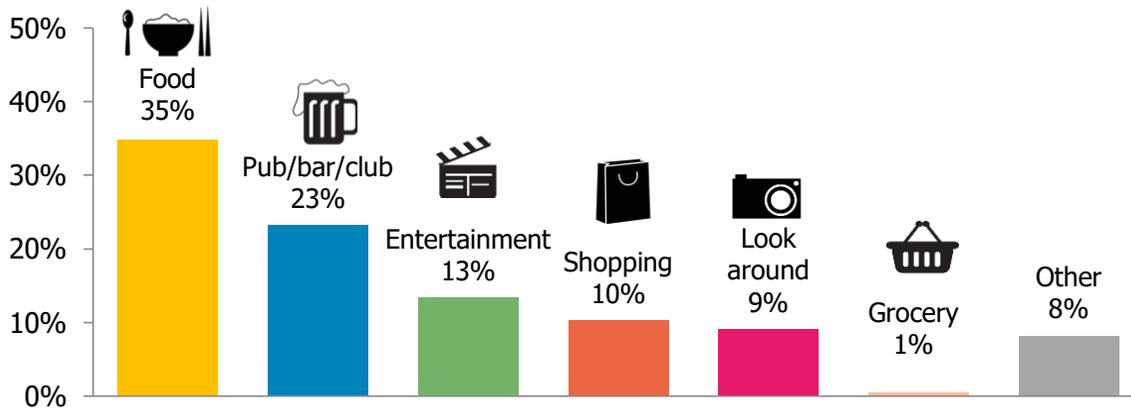
Base=446,090 Past 12 Month Visitors to Newtown for leisure who drove



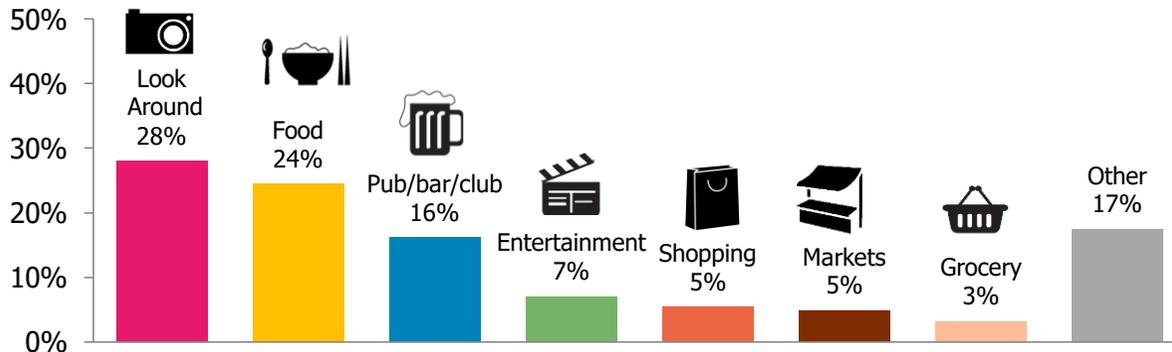
Reason for Visit

- Food (59%) and beverages (23%) are two leading reasons to visit the Newtown Precinct at *** when netted.
- Other reasons to visit include just having a look around (37%), Entertainment (20%) & shopping (16%)

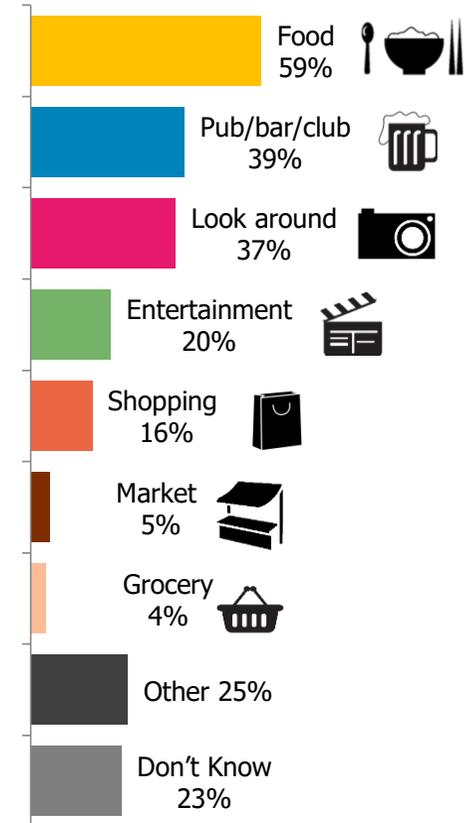
Main reason



Other reasons



All reasons combined



Base=854,490 Past 12 Month Visitors to Newtown for leisure

Last Visit Spend



Dinner @ Hartsyard

\$51



Lunch for 2 & 2 x Jugs Young Henry's Newtowner @ The Bank

\$81



Change to the busker & copy of The Big Issue

\$12



Tickets to show @ Enmore Theatre

\$76



Newtown Jet's adult jersey & kid's tee

\$64



2 Records and 1 paperback @ Newtown Markets

\$23



Groceries @ Lloyd's IGA

\$51



1 Adult & 2 kids pool entry @ Victoria Park

\$13



Average Spend Across All Categories

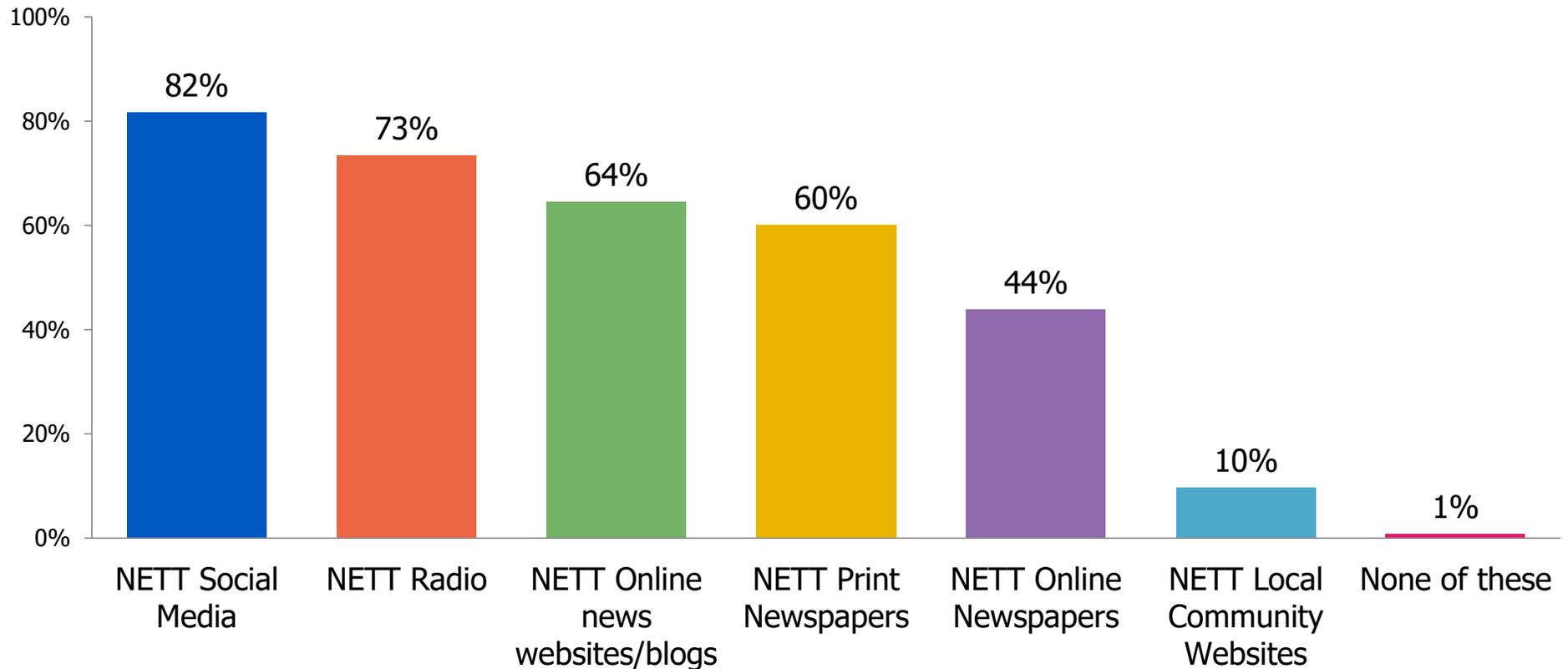
\$46

- The total average spend across all categories for a day in Newtown is \$46.
- The categories with the highest spend are a visit to a pub, bar or nightclub at \$81, then retail shopping at \$64.
- The average spend on a meal at a café or restaurant is \$51, the same as a supermarket, grocery or pharmacy shop.

Base=504,150 Past 12 Month Visitors to Newtown for leisure & spent money on their last visit

Media – monthly engagement

- Social media is the most commonly used media among P12M Newtown Visitors with 82% engaging with some form of social media at least once a month.
- Radio is in the second position on 73% followed by online news websites/blogs at 64%



Base=854,490 Past 12 Month Visitors to Newtown for leisure

Social Media

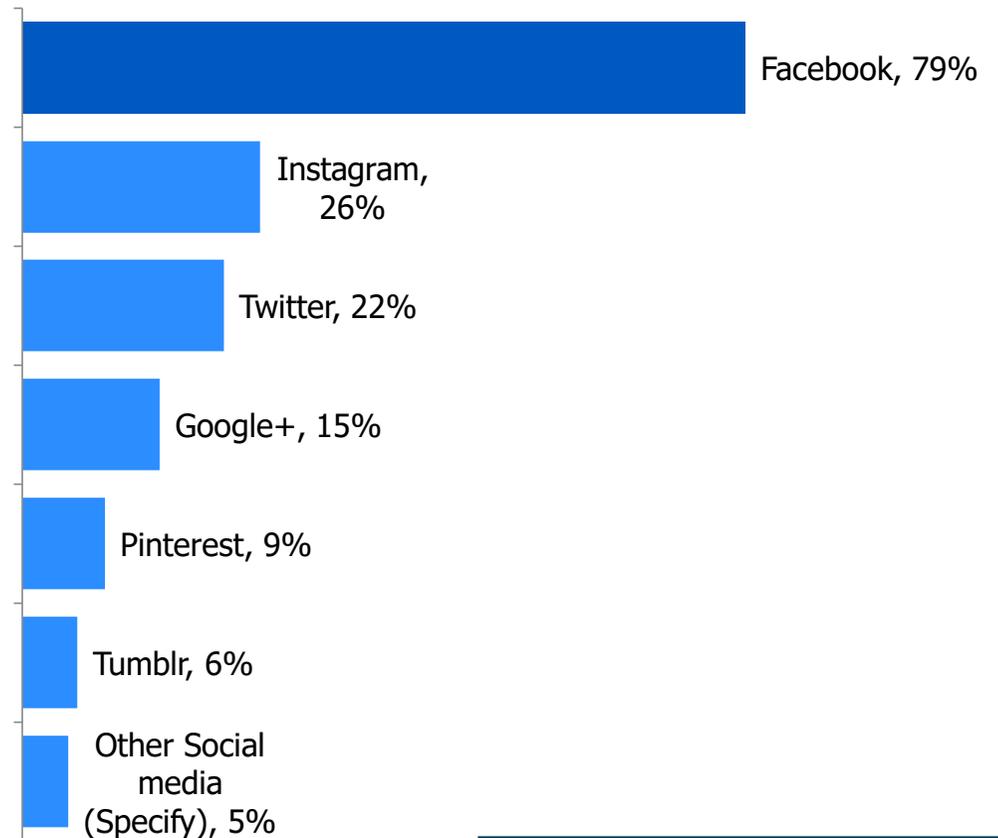
- Among the 82% of P12M Newtown Visitors who use social media, 79% engage with Facebook at least once per month.

82%



Social Media

Base=854,490 Past 12 Month
Visitors to Newtown for leisure



Base=854,490 Past 12 Month
Visitors to Newtown for leisure

Radio

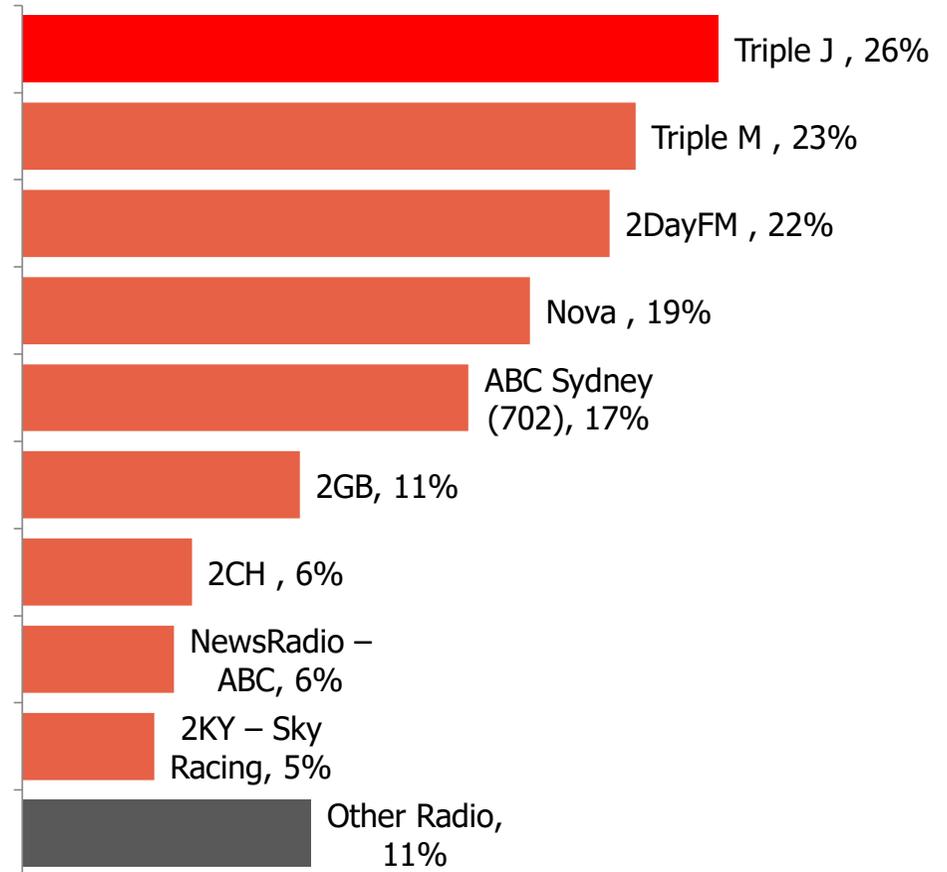
- Among the 73% of P12M Newtown Visitors who listen to the radio at least once per month, Triple J is the most popular station at 26%.

73%



Radio

Base=854,490 Past 12 Month
Visitors to Newtown for leisure



Base=854,490 Past 12 Month
Visitors to Newtown for leisure

Online News Websites

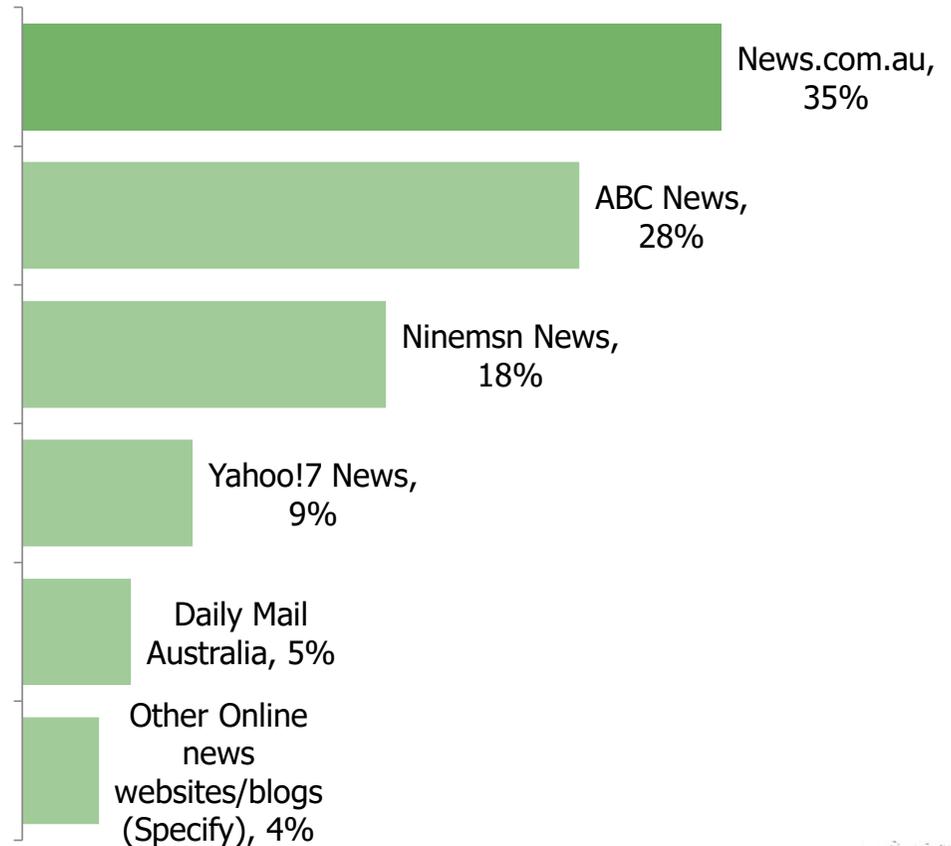
- Among the 64% of P12M Newtown Visitors who visited online news websites at least once per month, The News.com is the most popular online news source at 35%.

64%



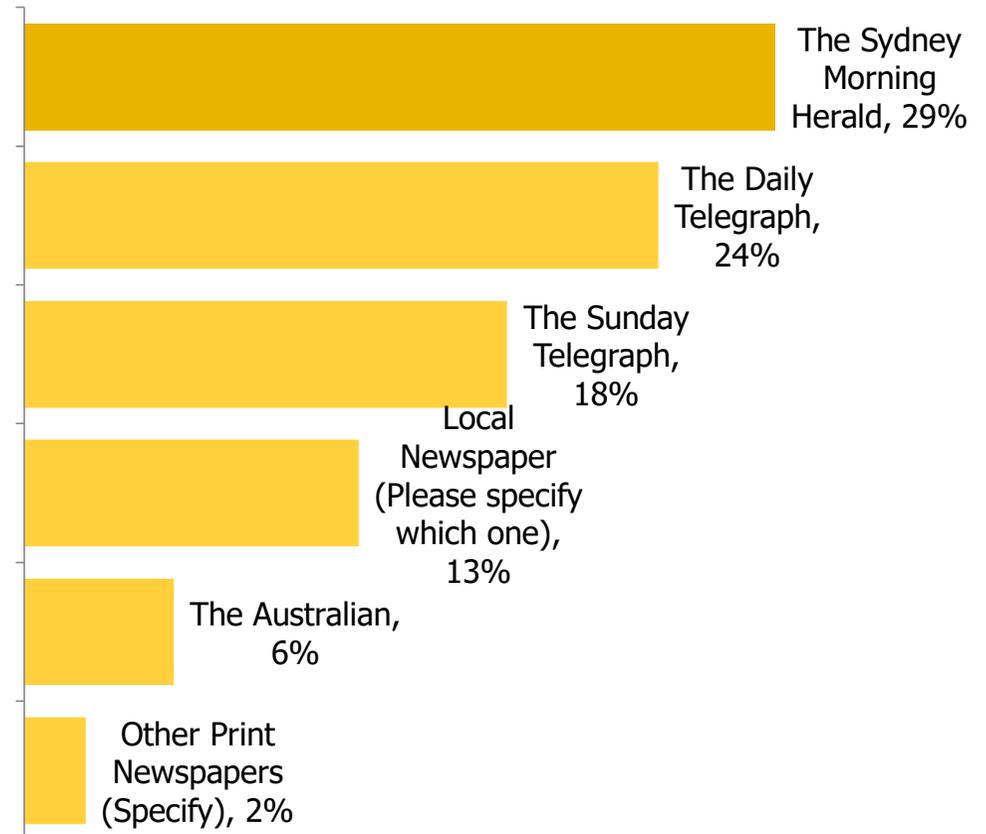
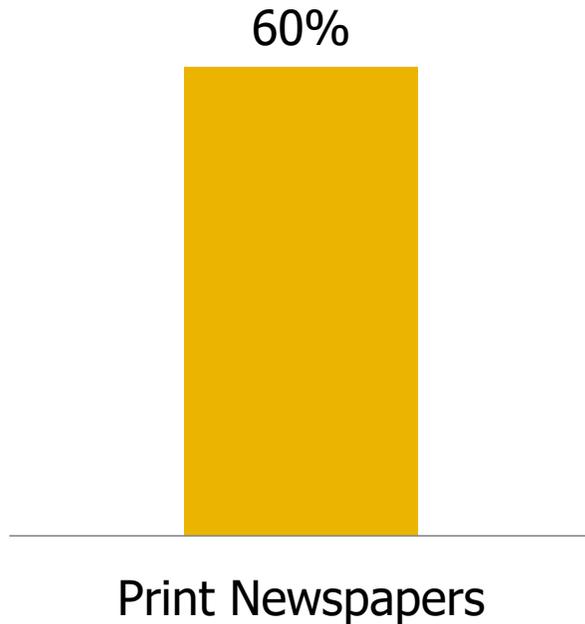
Online News Websites

Base=854,490 Past 12 Month Visitors to Newtown for leisure



Print News Papers

- Among the 60% of P12M Newtown Visitors who read print newspapers at least once per month, The Sydney Morning Herald is the most popular paper at 29%.



Base=854,490 Past 12 Month Visitors to Newtown for leisure

Online News Papers

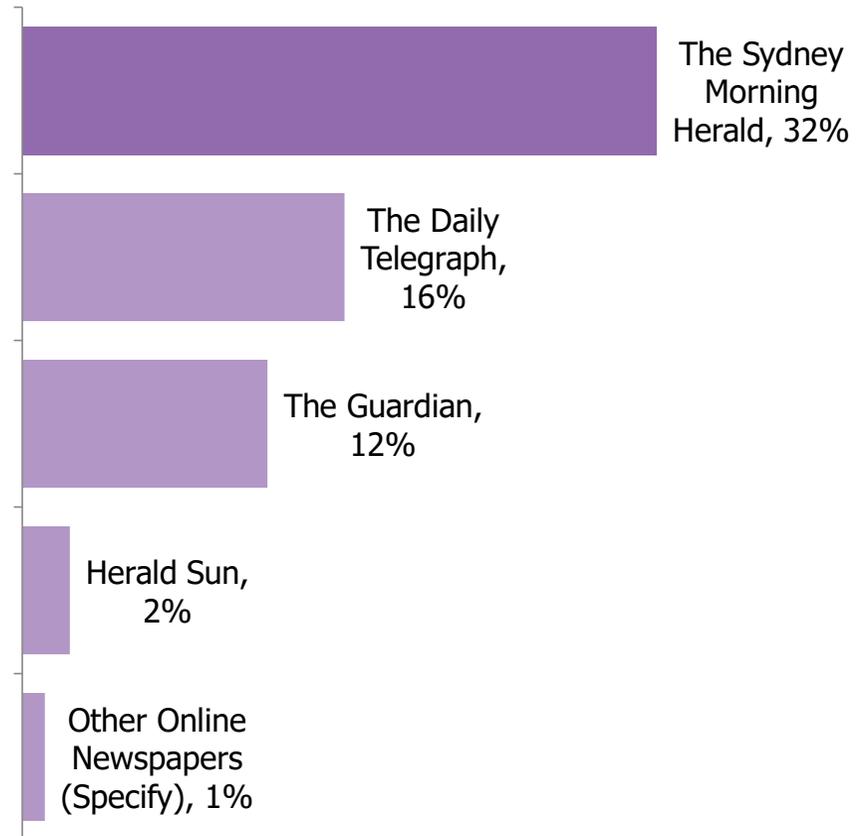
- Among the 64% of P12M Newtown Visitors who read online news papers at least once per month, The Sydney Morning Herald is the most popular online news source at 32%.

44%



Online News Papers

Base=854,490 Past 12 Month
Visitors to Newtown for leisure



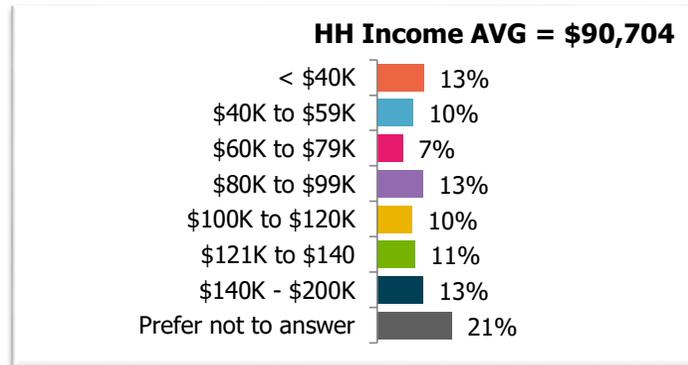
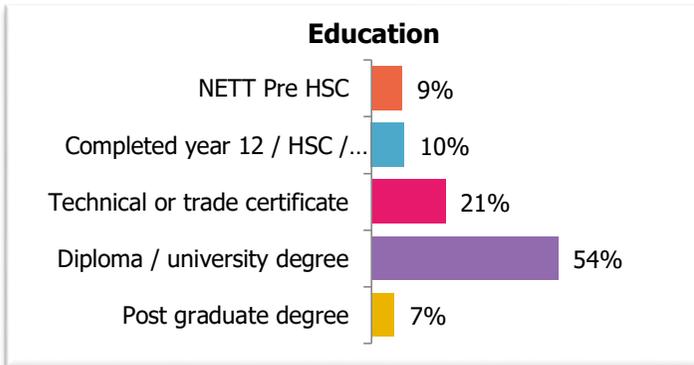
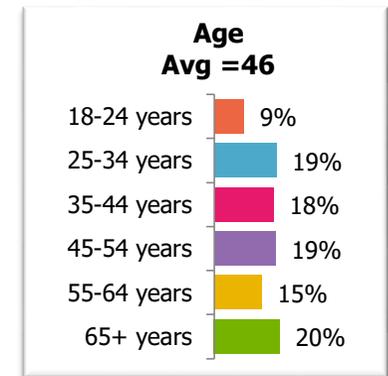
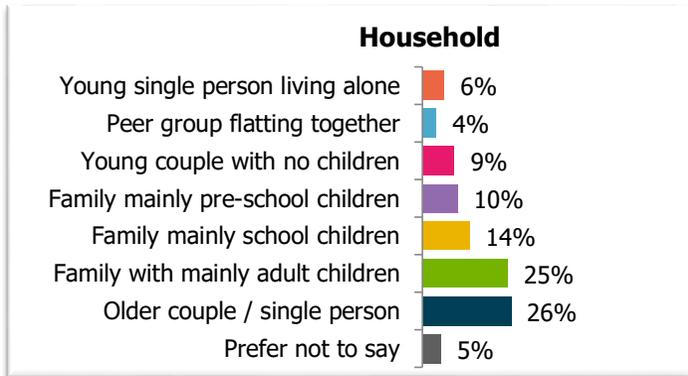
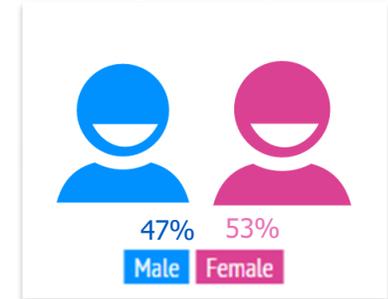
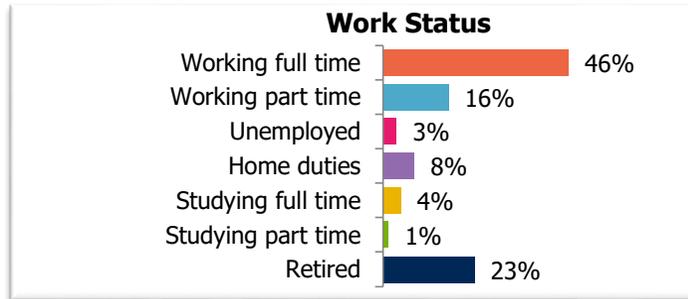


Main Findings

Non Visitors

Non Visitors

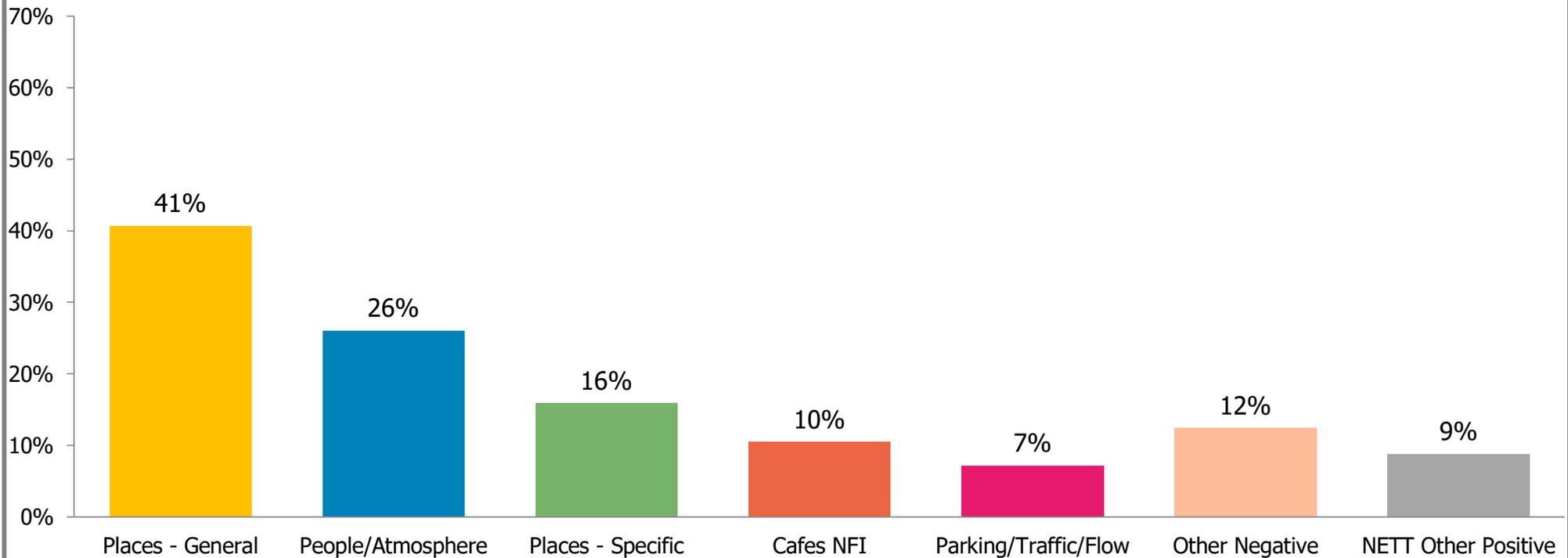
- The weighted sample of Past 12 month Non Visitors to Newtown has a population of 2,240,380 with an equal male to female ratio.
- The average age is 46 years, slightly older than visitors, with 50% in older households.



Base=2,243,380
Past 12 Month
Non Visitors to
Newtown

Impressions of Newtown – Do Not Plan To Visit in N6M

- General places such as cafes, restaurants, pubs and bars, shops and shopping were mentioned as coming to mind when thinking about Newtown for 41% of N6M Non Visitors, significantly lower than Visiting Intenders on 59%.
- Non Visitors struggled to name specific places in Newtown and were significantly lower on 16% compared to Intending Visitors on 33%.



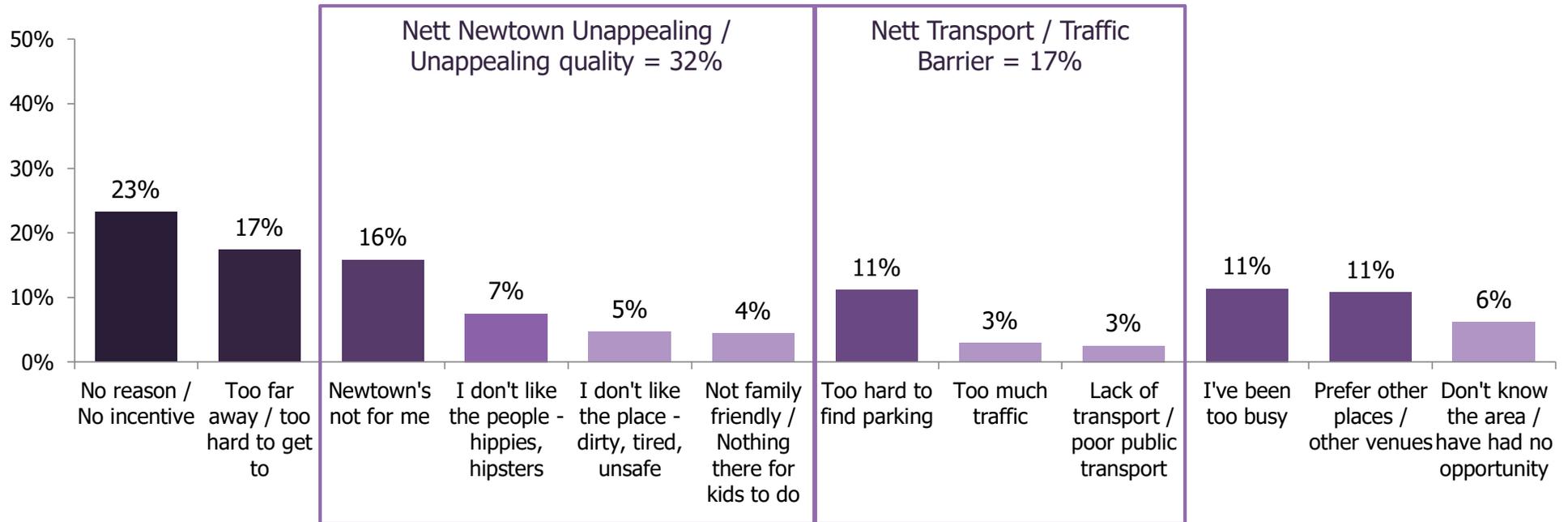
Base=2,644,460 No Plan to Visit
in Next 6 Months

NEWTOWN
PRECINCT

Barriers to Visitation

- The largest single barrier to visiting Newtown is having a compelling reason to go.
- When netted, finding Newtown or a perceived aspect of Newtown unappealing accounts for 32%.

To Newtown

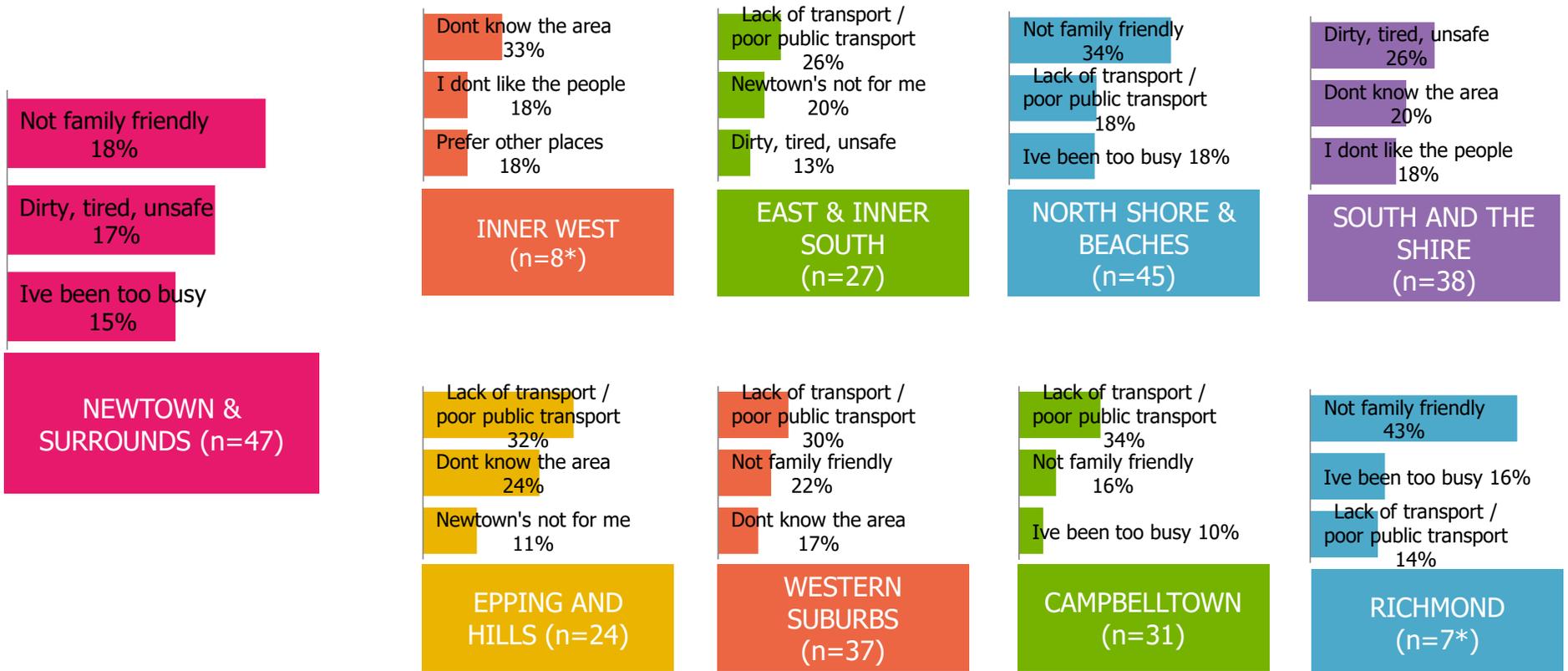


Base=2,243,380 Past 12 Month
Non Visitors to Newtown



Top 3 Barriers to Visitation by Region

- For residents in the Newtown area, 18% claimed not to visit because Newtown isn't family friendly.
- In the Inner West, it was because they didn't know the area and in the East & Inner South, because of a lack of public transport.



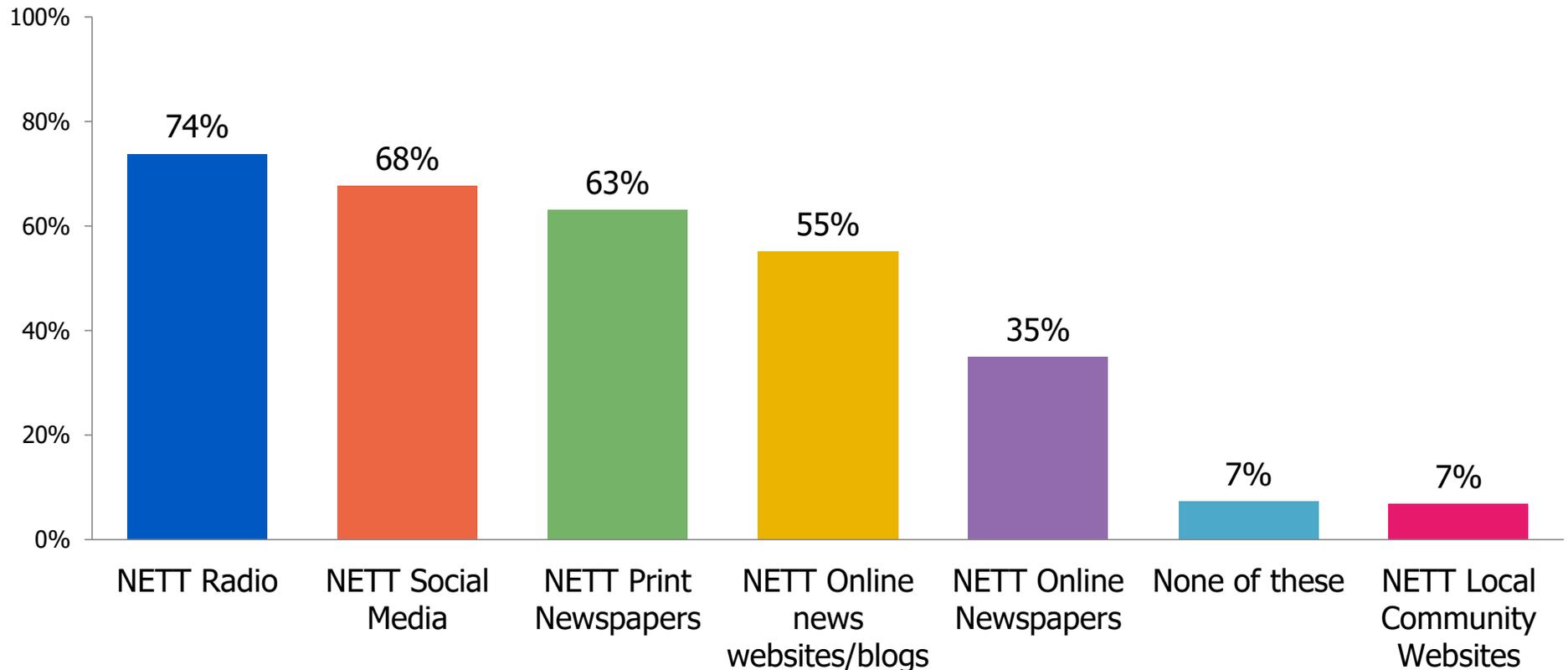
Base=2,243,380 Past 12 Month Non Visitors to Newtown

**Caution – low base*



Media – monthly engagement

- Social media is the most commonly used media among P12M Non Newtown Visitors with 74% engaging with some form of social media at least once a month.
- Radio is in the second position on 68% followed by online news websites/blogs at 63%



Base=2,243,380 Past 12 Month
Non Visitors to Newtown

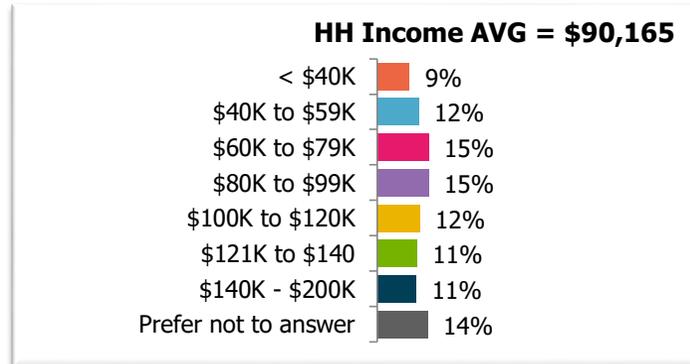
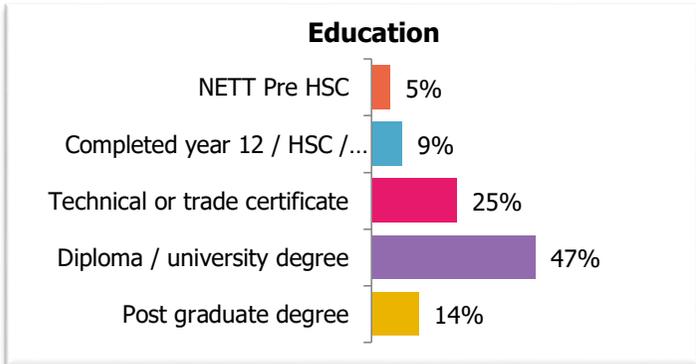
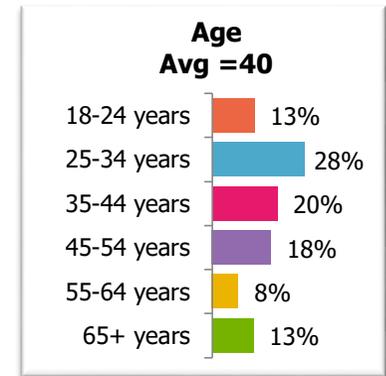
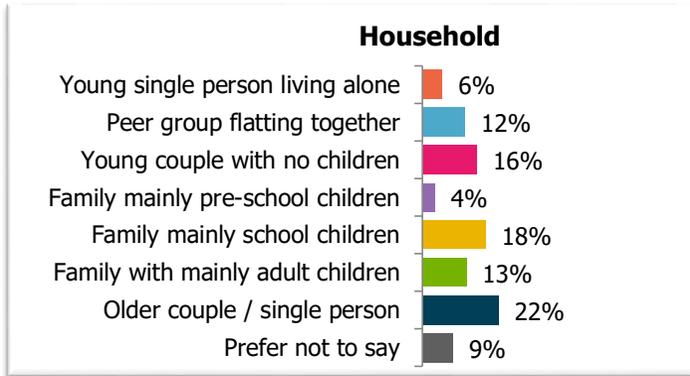
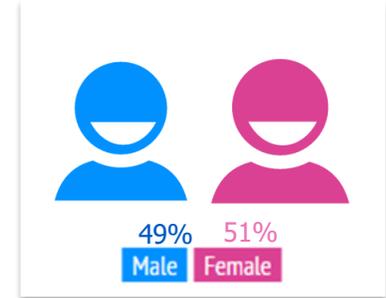
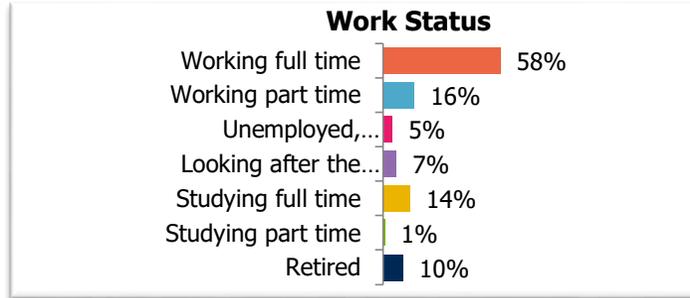


Main Findings

Intenders

Intenders

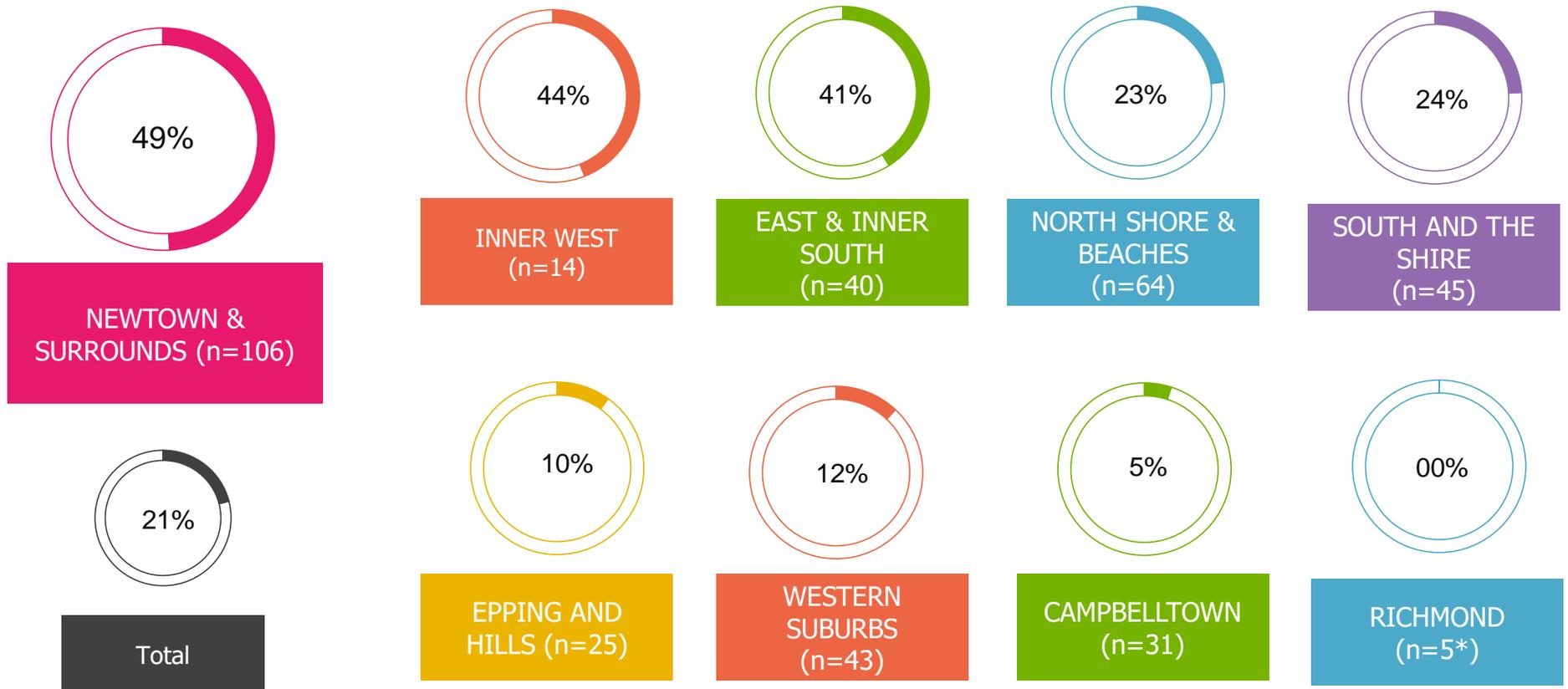
- The weighted sample of Next 6 month Newtown visitor intenders has a population of 716,840.
- The average age is 40 years, with an equal male to female ratio.



Base=716,840 Next 6 Month Newtown Visitor Intenders

N6M Visitation to Newtown

- Around 1 in 2 residents from Newtown & Surrounds expect to visit Newtown for leisure in the next 6 months.
- Residents from the Inner West have the highest next 6 months leisure visitation expectation to the precinct from another region at 44%.



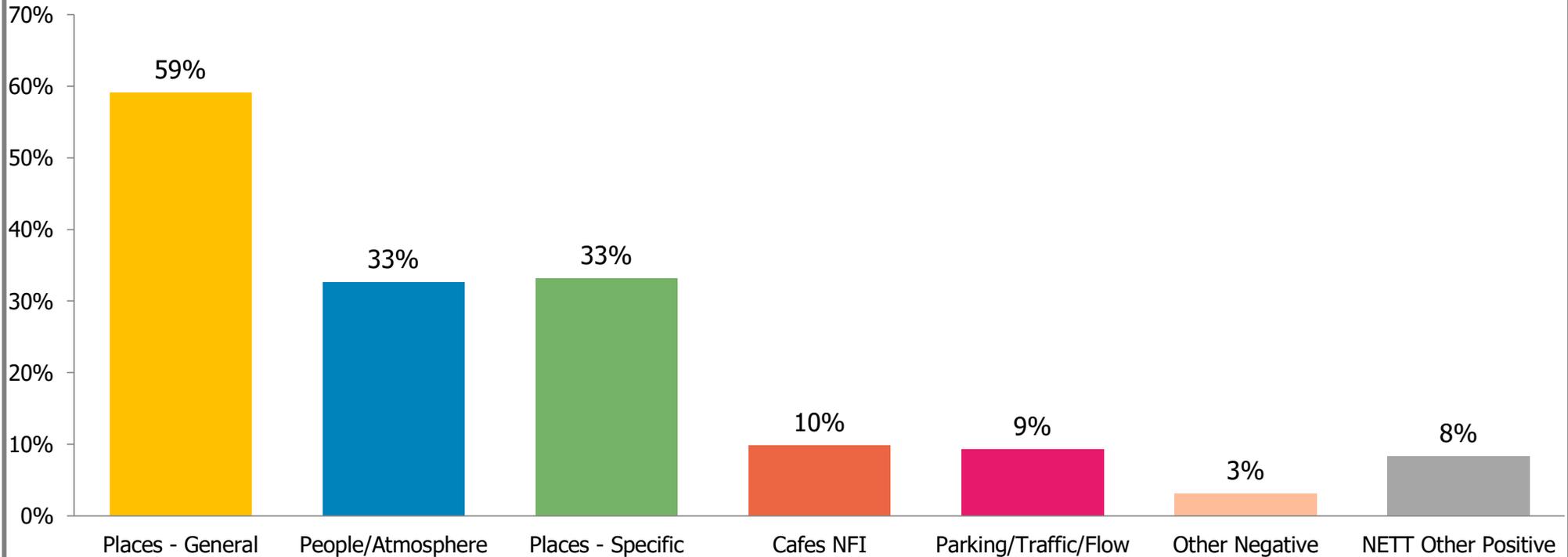
Base=716,840 Next 6 Month
Newtown Visitor Intenders



Q7b. And which of the following areas or precincts have you been to for a leisure outing in the past 12 months?

Impressions of Newtown

- General places such as cafes, restaurants, pubs and bars, shops and shopping were mentioned as coming to mind when thinking about Newtown for 59% of N6M visitors.
- The People / Atmosphere was mentioned by 33% and specific places, such as King Street, the Enmore Theatre & Dendy were also mentioned by 33%



Base=716,840 Next 6 Month
Newtown Visitor Intenders



Thinking of Newtown – General places

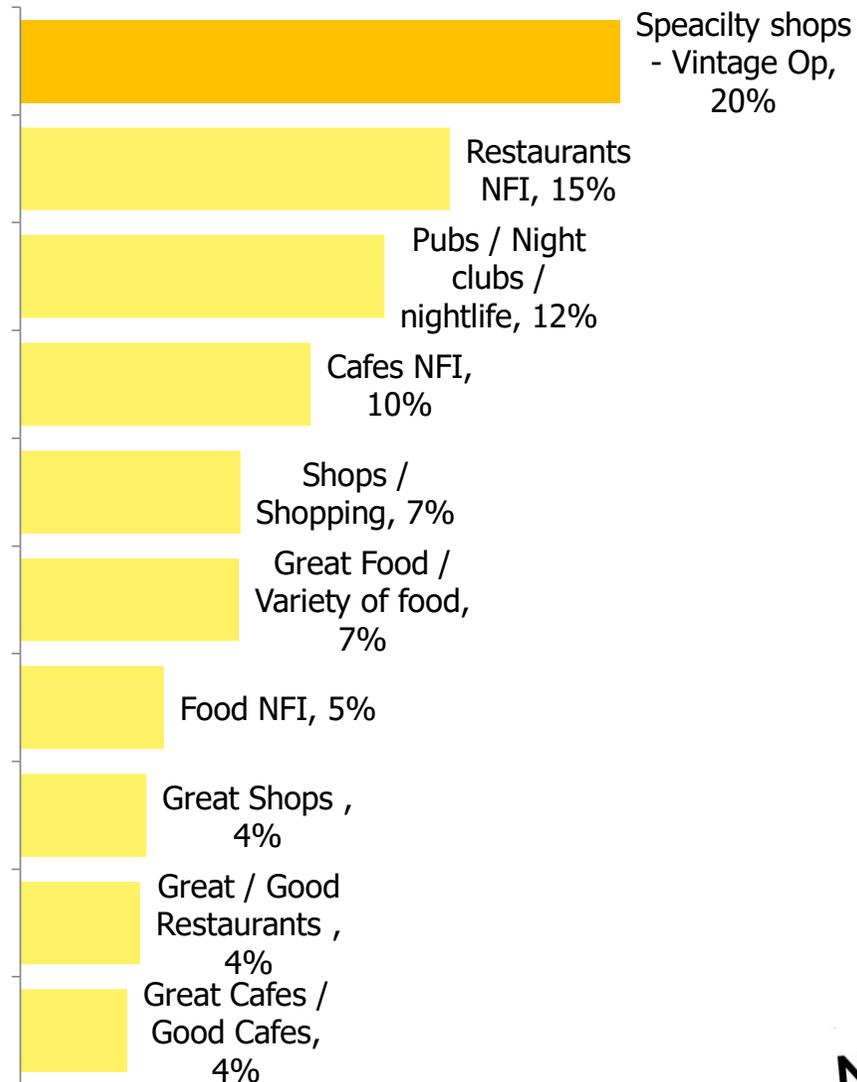
- When mentioning general places, Specialty Shops such as Vintage, Boutique, Antique, Opportunity and Book shops were the most frequently mentioned at 20%.
- Restaurants were the next most often mentioned at 15%.

59%



General Places

Base=716,840 Next 6 Month
Newtown Visitor Intenders



Thinking of Newtown – People / Atmosphere

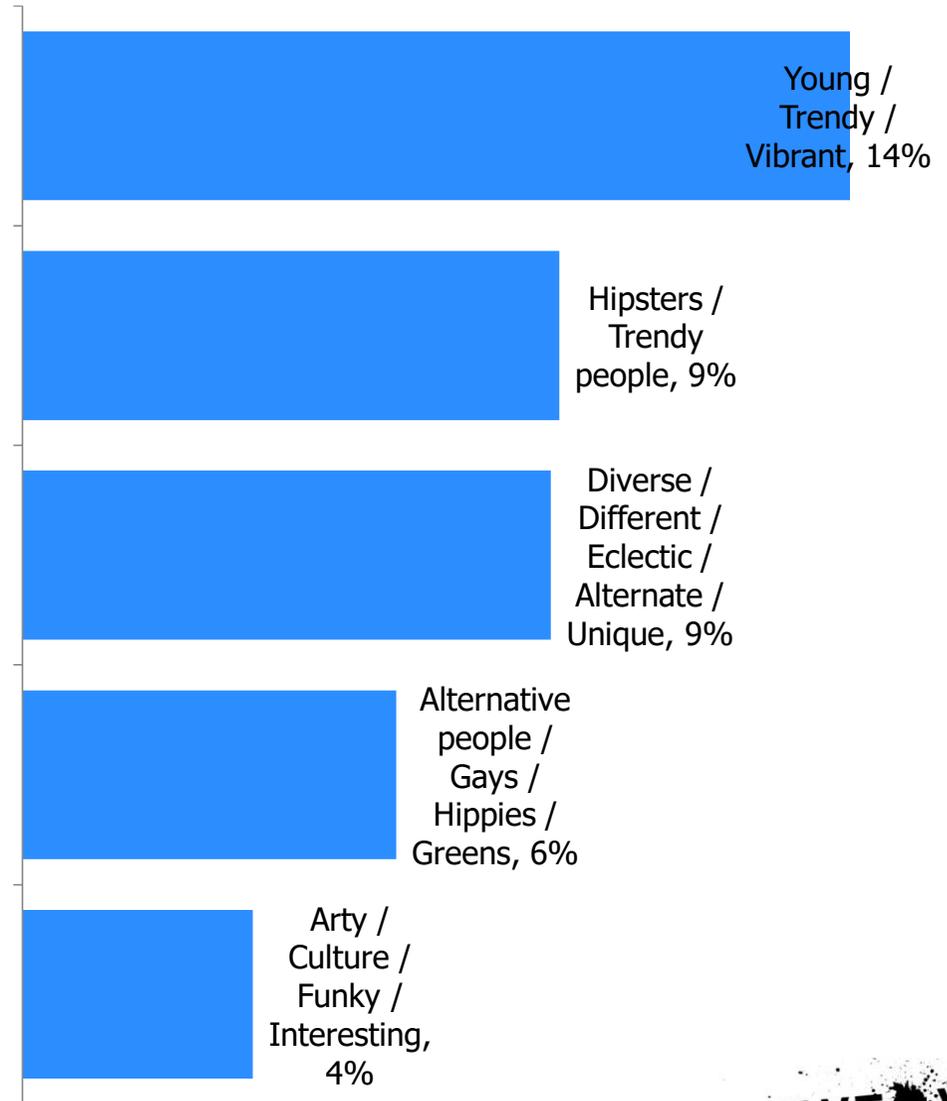
- When mentioning people / atmosphere, the most common mention was Young / Trendy / Vibrant people at 14%.
- Hipsters were mentioned by 9% as was Newtown as a Divers / Different / Eclectic & Alternate place.

38%



People / Atmosphere

Base=716,840 Next 6 Month
Newtown Visitor Intenders



NEWTOWN
PRECINCT

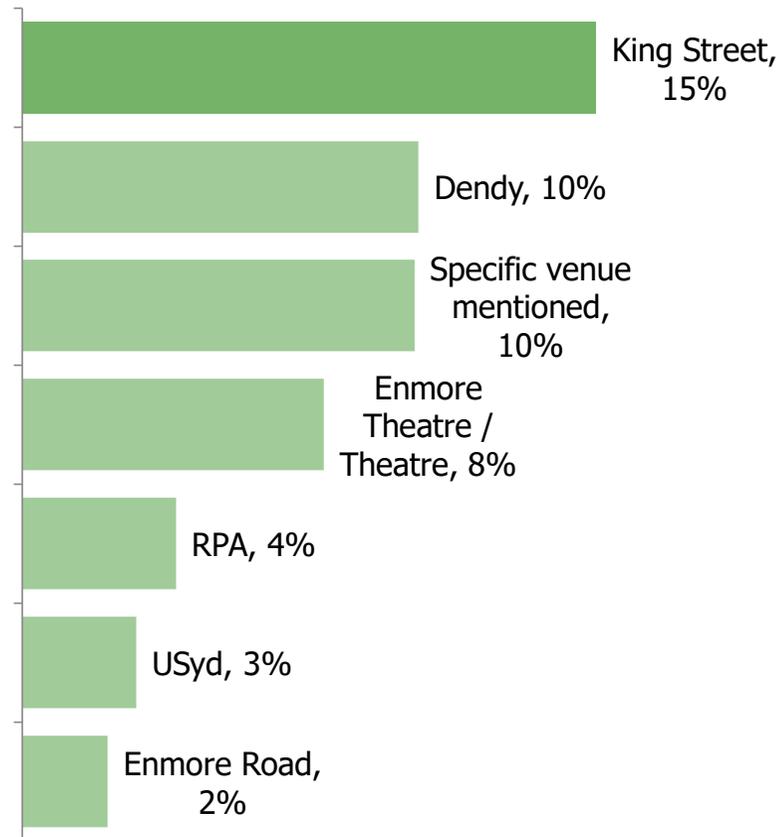
Thinking of Newtown – Specific Places Mentioned

- When mentioning specific places, King Street had the most mentioned at 15%, followed by The Dendy on 10%.
- Specific Venues (e.g. The Bank, The Townie, The Vanguard) which when netted came to 10%, but were various enough that no one specific venue came to <2%.
- The Enmore Theatre was mentioned by 8%.

33%

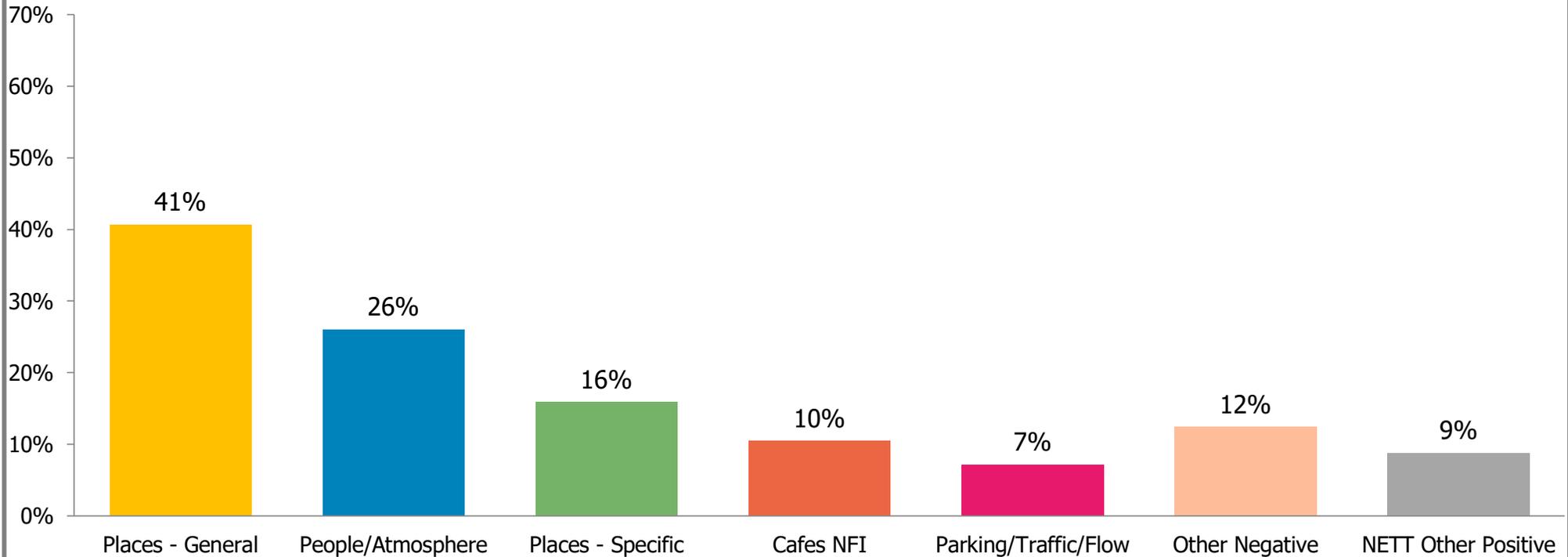
Specific Place Mentioned

Base=716,840 Next 6 Month
Newtown Visitor Intenders



Impressions of Newtown – Do Not Plan To Visit in N6M

- General places such as cafes, restaurants, pubs and bars, shops and shopping were mentioned as coming to mind when thinking about Newtown for 41% of N6M Non Visitors, significantly lower than Visiting Intenders on 59%.
- Non Visitors struggled to name specific places in Newtown and were significantly lower on 16% compared to Intending Visitors on 33%.

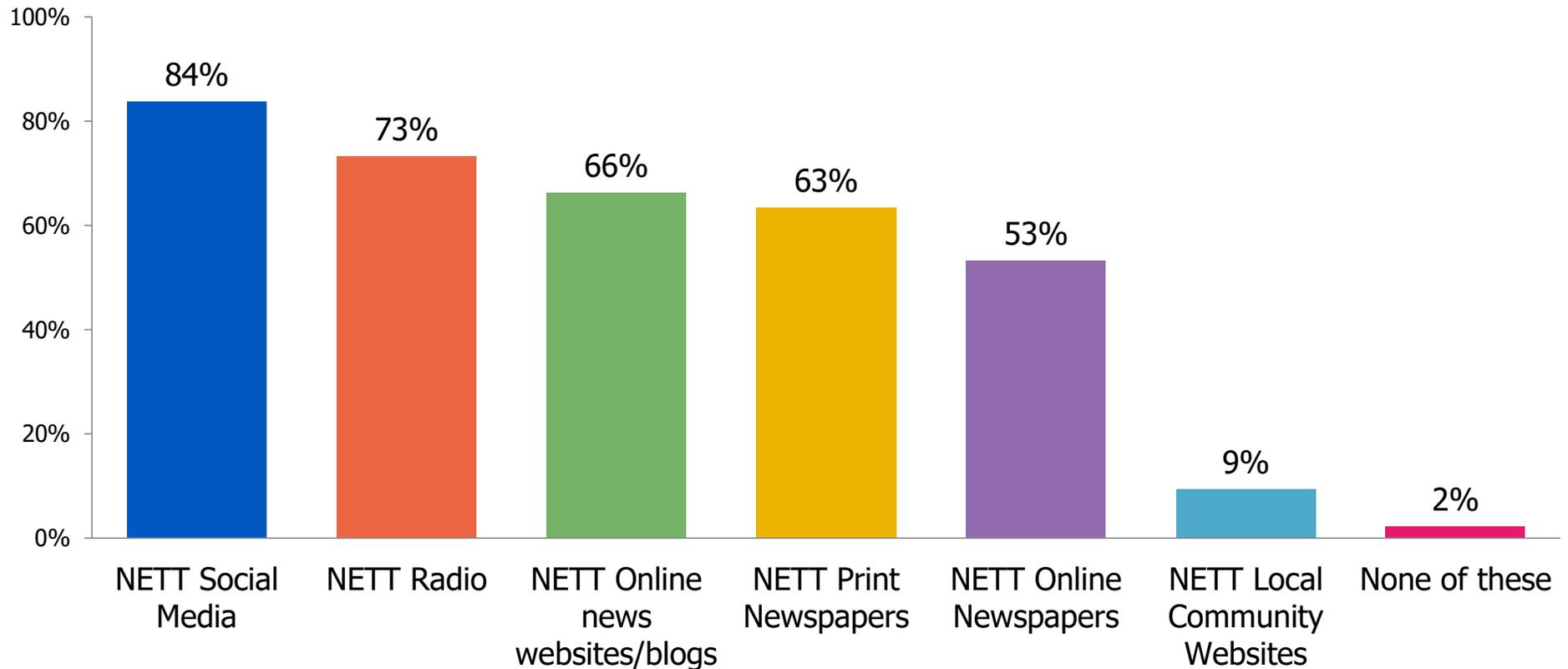


Base=2,644,460 No Plan to Visit
in Next 6 Months

NEWTOWN
PRECINCT

Media – monthly engagement

- Social media is the most commonly used media among N6M Newtown Visitors with 84% engaging with some form of social media at least once a month.
- Radio is in the second position on 73% followed by online news websites/blogs at 66%



Base=716,840 Next 6 Month
Newtown Visitor Intenders



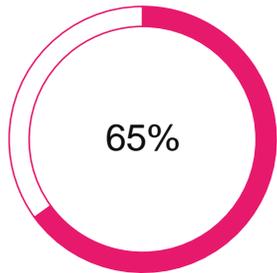


Main Findings

Visiting Newtown for Leisure by Region

Ever Visited Newtown

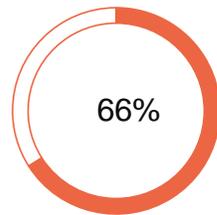
- Among residents who live in Newtown & surrounds, 65% have ever visited Newtown for leisure.
- Around 2 in 3 residents from the Inner West have visited Newtown at some point for leisure.
- Just under 2 in 3 residents of the East & Inner South have visited and around 6 in 10 from the North Shore & Nth Beaches.



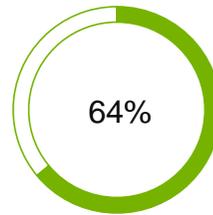
NEWTOWN &
SURROUNDS (n=106)



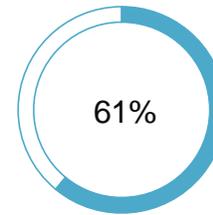
Total



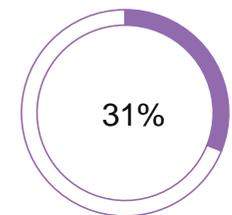
INNER WEST
(n=14)



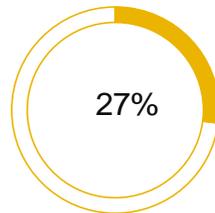
EAST & INNER
SOUTH
(n=40)



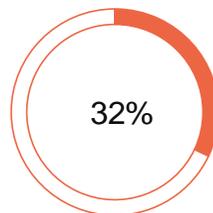
NORTH SHORE &
BEACHES
(n=64)



SOUTH AND THE
SHIRE
(n=45)



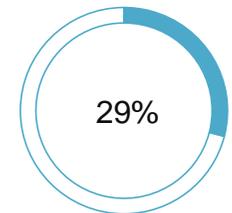
EPPING AND
HILLS (n=25)



WESTERN
SUBURBS
(n=43)



CAMPBELLTOWN
(n=31)

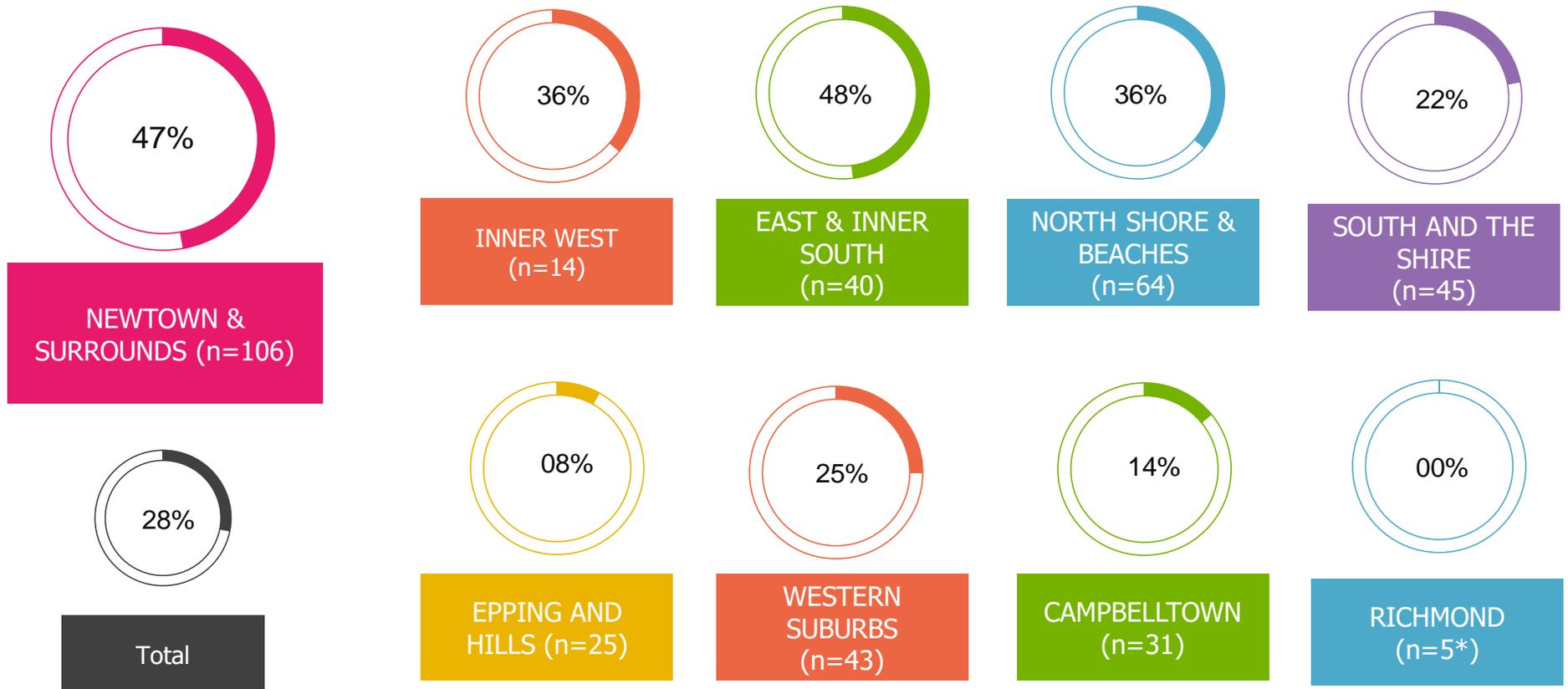


RICHMOND
(n=5*)

NEWTOWN
PRECINCT

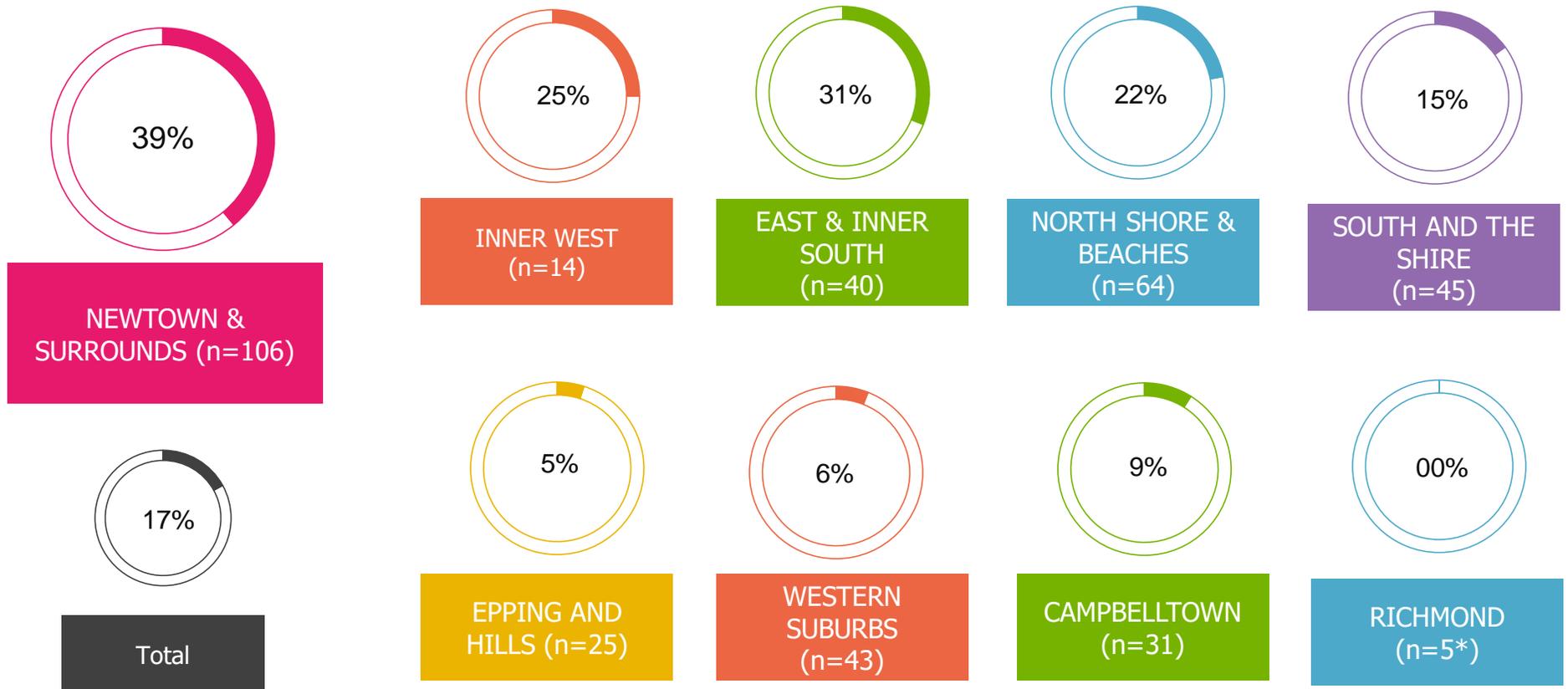
P12M Visitation

- In the past 12 months, the 47% residents from Newtown & Surrounds have visited Newtown for leisure.
- Residents from the East and Inner South have had the highest visitation to the precinct for leisure at 48%.



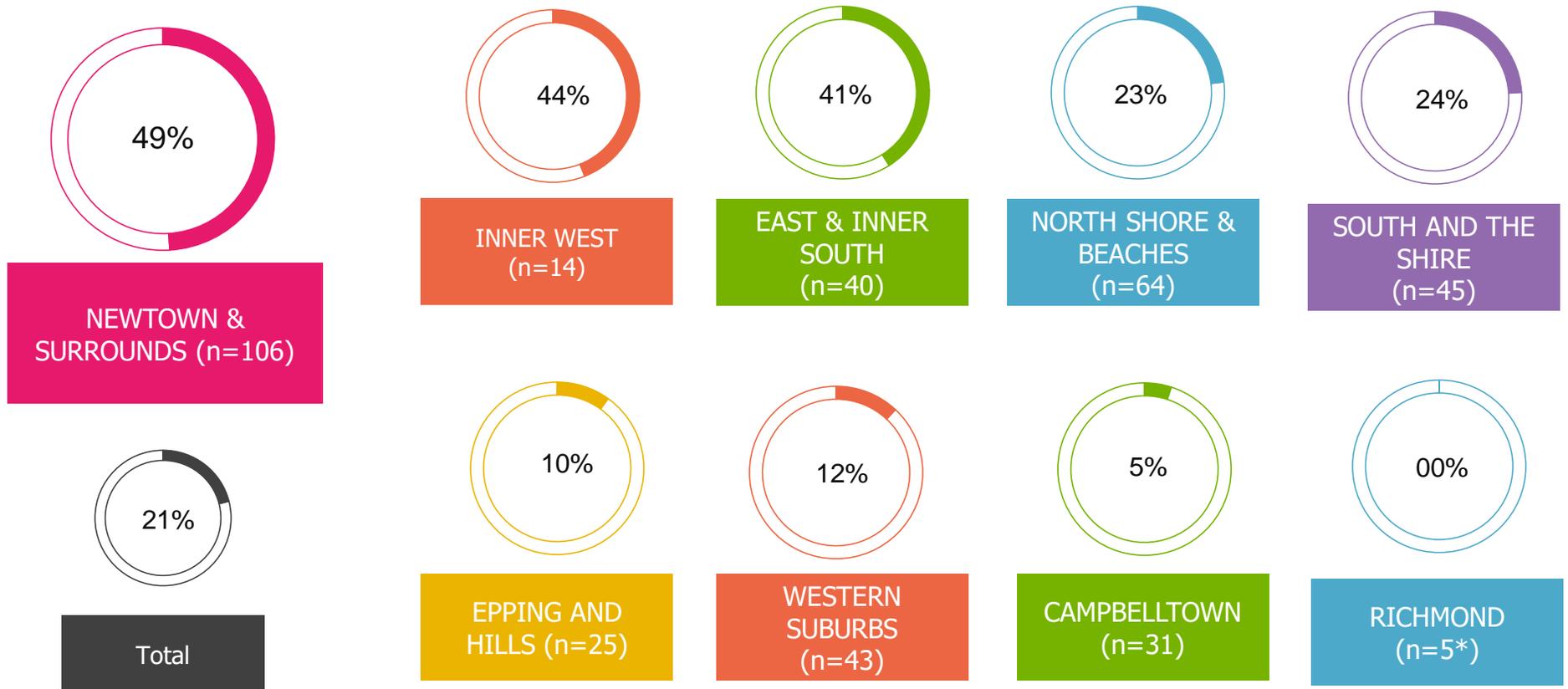
P3M Visitation to Newtown

- In the past 3 months, the 39% residents from Newtown & Surrounds have visited Newtown for leisure.
- Residents from the East and Inner South have had the highest leisure visitation to the precinct from another region at 31%.



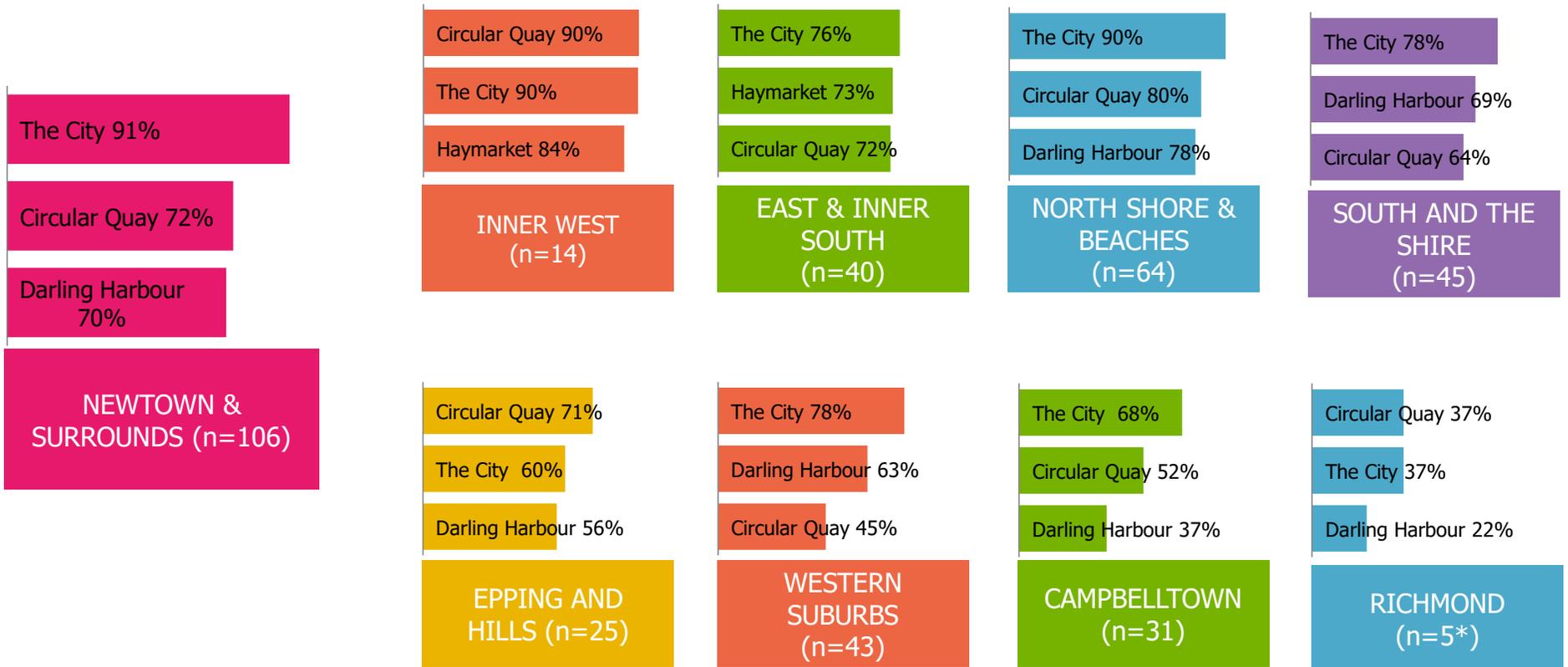
N6M Visitation to Newtown

- Around 1 in 2 residents from Newtown & Surrounds expect to visit Newtown for leisure in the next 6 months.
- Residents from the Inner West have the highest next 6 months leisure visitation expectation to the precinct from another region at 44%.



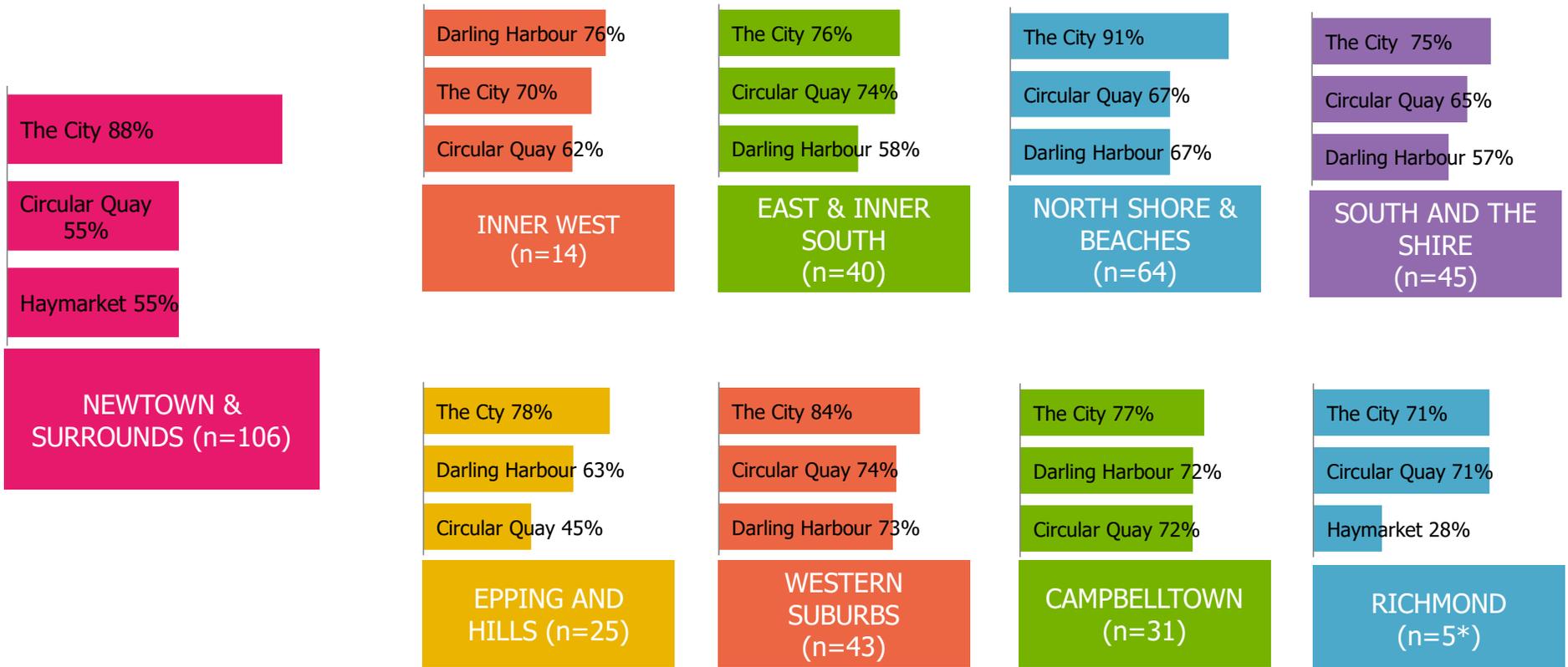
Top 3 Precincts Ever Visited

- For Newtown residents, the top 3 destinations ever visited for leisure are The City at 91% followed by Circular Quay at 72% and Darling Harbour at 70%.



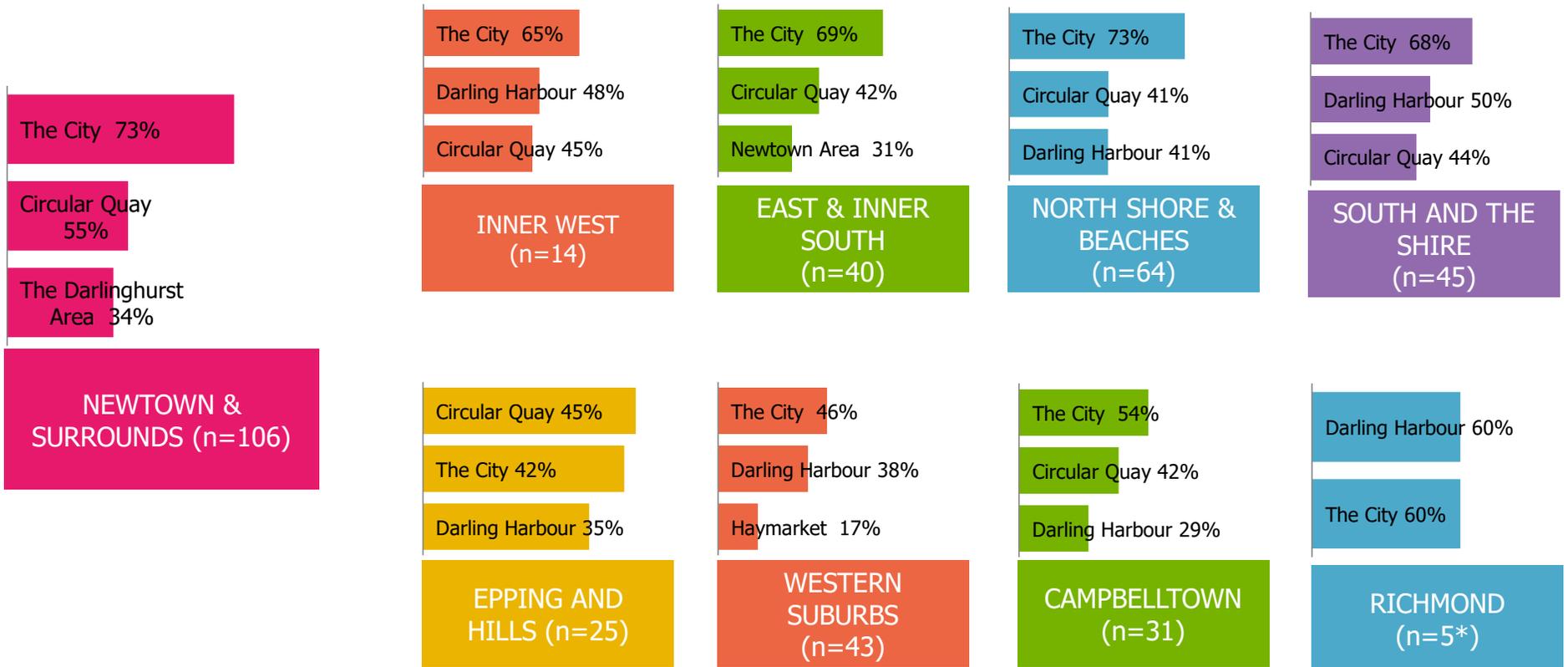
Top 3 Precincts Past 12 Months

- For Newtown residents, the top 3 destinations for leisure in the past 12 months are The City at 88% followed by Circular Quay and Darling Harbour at 55%.



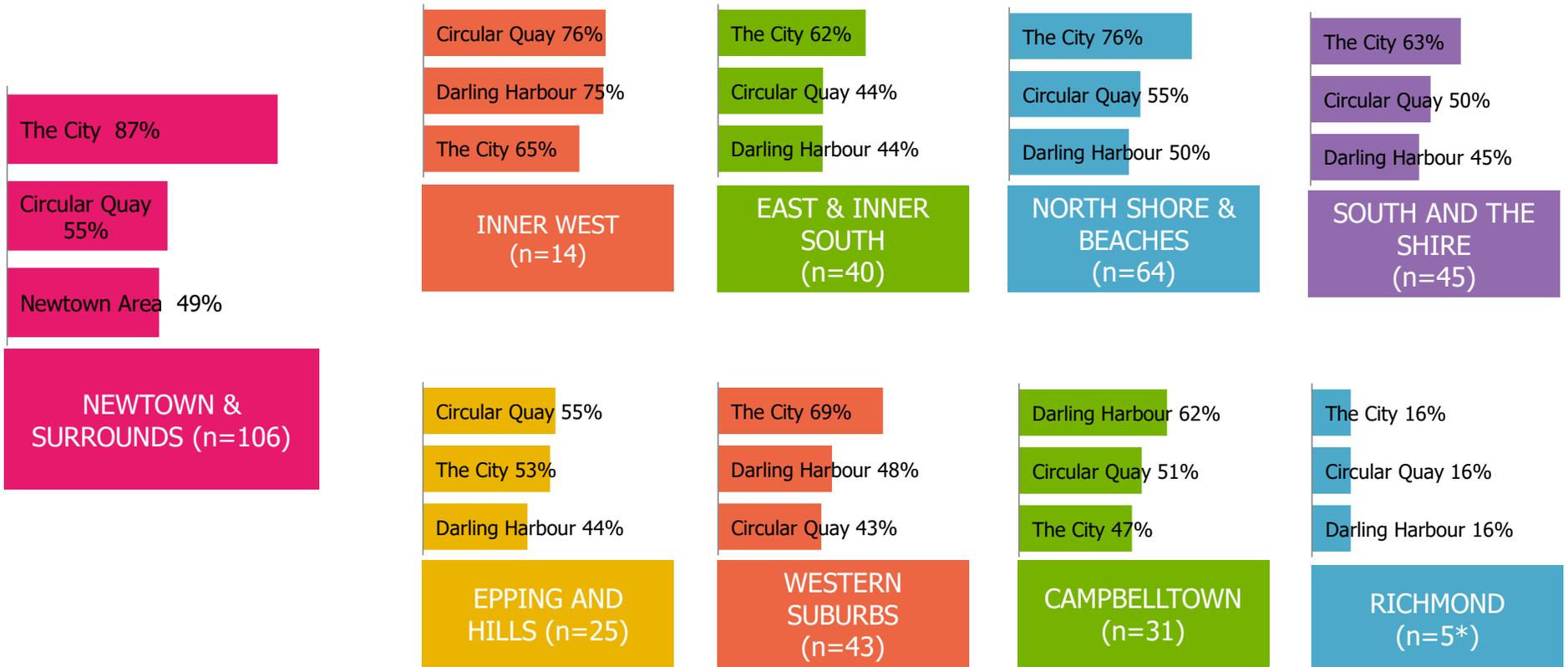
Top 3 Precincts Past 3 Months

- For Newtown residents, the top 3 destinations for leisure in the past 3 months are The City at 73% followed by Circular Quay at 55% and Darling Harbour at 34%.
- In the past 3 months, Newtown is the 3rd highest leisure visitation destination for residents of the East & Inner South at 31%.



Top 3 Precincts Next 6 Months

- For Newtown residents, the top 3 expected destinations for leisure in the next 6 months are The City at 87% followed by Circular Quay at 55% and Newtown at 49%.





Thank you

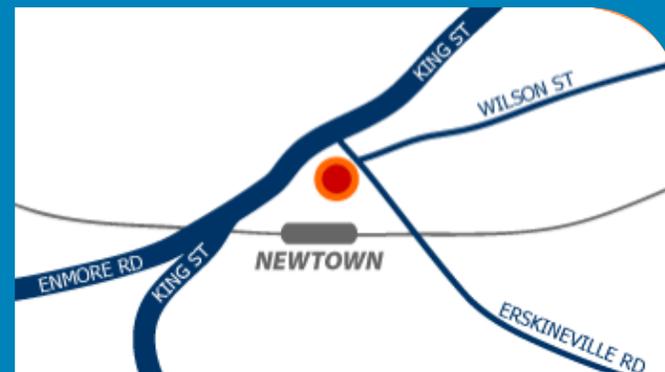
CONTACT US

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HOW TO FIND US



WestConnex Advocacy Strategy

Introduction

The WestConnex project has a potentially significant impact on the Newtown precinct. The NPBA has a duty to the local business community to ensure we have the most up to date information, identify what impact this project may have on our Precinct and advocate to minimise this impact.

Executive Summary

This strategy document outlines the how the NPBA will be advocating for our members and the local business community. We will cover the following topics

1. A brief overview of the project
2. Our advocacy strategy
3. A timeline of activity

In this strategy we will outline how we will achieve our key objectives which are

1. Ensure we have the most up to date information
2. Identify and analyse the potential impact to the Precinct
3. Produce solutions to reduce any potential impact
4. Liaise with all of our constituents to communicate our position and gain support
5. Deliver these suggestions to the Westconnex Delivery Authority and communicate their responses to our stakeholders
6. Take the necessary action to minimise the impact on our members and the broader business community

The NPBA will do everything in its power to protect our business community and minimise the potential impact of Westconnex.

The WestConnex Project

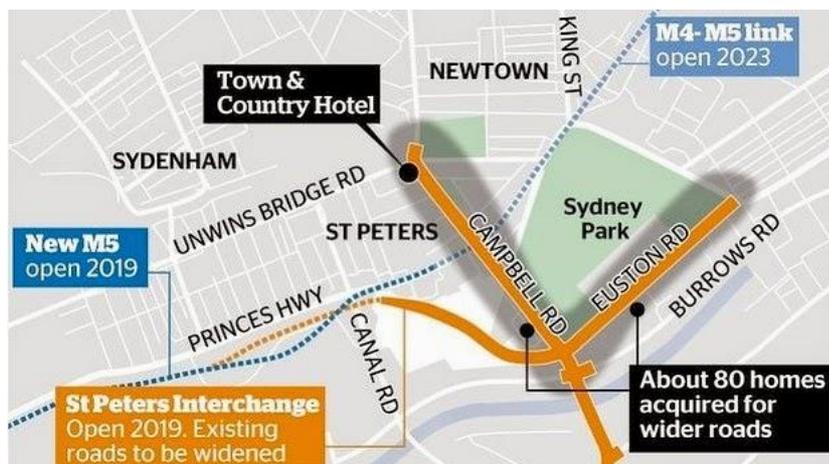
This project will be built in three stages

1. Stage 1 – M4 – Parramatta to Haberfield – Completed 2019
 - Stage 1 of WestConnex will provide a widened M4, from Church Street, Parramatta to near Concord Road and an extension of the M4 via a tunnel under the Parramatta Road corridor to Parramatta Road and City West Link, Haberfield.
2. Stage 2 – M5 East Airport Link – Beverley Hills to St Peters – Completed 2020
 - Stage 2 will provide increased capacity along the M5 East corridor and extend the motorway to St Peters. It will also include a new access link to the Sydney Airport area
3. Stage 3 – M4 South – Haberfield to St Peters Completed 2023
 - Stage 3 will deliver a motorway tunnel with three lanes in each direction between stages 1 and 2

Our primary point of concern is the gap between the completion of stage 2 (2020) and stage 3 (2023).

With no clear understanding from the NSW state government or the Westconnex Delivery Authority on how traffic will be managed in this three year period, we must assume that the impact to King St will require changes in its traffic management. Below

is the proposed St Peters Interchange location



More detailed information can be found at <http://www.westconnex.com.au/>

Our Advocacy Strategy

With the limited information we have at hand, our strategy is based on the following activity

1. Ensure we have the most up to date information
2. Identify and analyse the potential impact to the Precinct
3. Produce solutions to reduce any potential impact
4. Liaise with all of our constituents to communicate our position and gain support
5. Liaise with the Westconnex Delivery Authority on a regular basis
6. Take the necessary action to ensure it is communicated and heard

Ensure we have the most up to date information

We are currently in the process of meeting with the relevant government bodies and local groups

- Senior representatives from the Westconnex Delivery Authority
- Marrickville Mayor Cnr Mark Gardiner
- City of Sydney Lord Mayor Clover Moore
- Federal Member for Grayndler & Minister for Infrastructure and Transport Anthony Albanese
- Federal member for Sydney Tanya Plibersek
- Local Resident Action groups
- Local Councillors

These conversations will provide us with a better understanding of what has been confirmed for this project and what is yet to be decided. We will ensure that we communicate the information we have to our members and local groups in the Newtown area.

Identify and analyse the potential impact to the Precinct

Once we have met with these stakeholders we will have the information necessary to analyse the potential impact to our Precinct. Analysing the information we currently have, the potential impact we have identified is the following

- With no clear indication of traffic management between the completion of stages 2 & 3, there will be a substantial increase in the amount of vehicle traffic through the streets of our Precinct, namely King St, during this 5 year period
- We therefore assume that there would need to be amendments in the way that the clearways are managed on King St
- Any increase in the allocated times of clearways on King St will be vehemently opposed by the NPBA and we will take all necessary actions to ensure our opposition to this is heard

We have recent precedence relating to the impact that increased access for large vehicle numbers has on iconic roadways. The impact sustained by the business community on Parramatta Rd is well documented and is what the NPBA will be advocating to avoid at all costs.

Increased access to large volumes of traffic was catastrophic for the businesses along Parramatta Rd. If required, we will qualify our assumption of any assimilation to this precedent by engaging professionals to analyse the impact and give us unrefusable evidence for our communications.

Produce Solutions to reduce any potential impact

Creating traffic management solutions is not in our mandate. However, we can engage professionals to do this on behalf of the NPBA and our members.

The NPBA has access to urban planning professionals who are qualified to analyse the current plans for this project and suggest alternatives that will help to reduce the impact on our stakeholders.

It is our intention to engage with the Westconnex Delivery Authority and the proponents of the tender process, to communicate the thoughts of our constituents, provide the information we will commission and seek to have their plans include our suggestions.

As this is a long term project, we would seek to have regular opportunities for the Authority and the tender proponents to engage with our stakeholders. We believe that open lines of communication with all concerned will help in the delivery of this project and help to reduce any potential negative impact.

Liaise with our Constituents

Communicating and representing our members is the primary concern of the NPBA. As this project has far reaching consequences, we want to ensure we are in regular communication with key groups our precinct. These include

1. The Newtown Precinct business community, both members and non-members
2. City of Sydney and Marrickville Council
3. The Newtown Neighbourhood Centre
4. Community Action Groups

To ensure we can communicate effectively, we have a communications plan to ensure we deliver information as it comes to hand. We will achieve this through

1. Immediate email updates to key contacts in the list of constituents above
2. A dedicated page on our website
3. A page on our consumer facing facebook page dedicated to updates
4. This page will also provide a forum to make comments and receive feedback
5. Verbal updates, discussions and forums at our monthly member meetings
6. Meetings with our constituents to discuss key activities and updates

Liaise with the Westconnex Delivery Authority on a regular basis

We are currently in the process of meeting with the Authority to open our lines of communication. It is our intention to create open dialogue with the Authority and work with them through the planning phase into the delivery of the project.

Take Necessary Action

In the interim period, the NPBA is taking a very open position regarding Westconnex. We understand that traffic congestion is a city wide issue and infrastructure must be put in place to reduce it.

Also, we are not going to react in response to unconfirmed information. For example, there has been no confirmation of increased clearways on King St. We deal with facts and our mission is to identify these and form our position in reaction to these facts

What we will vehemently oppose is

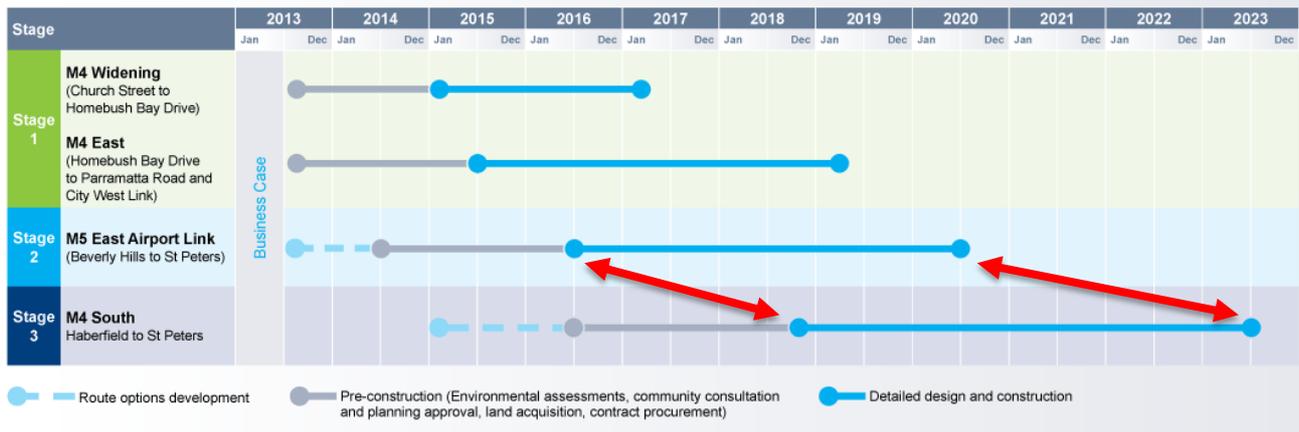
1. Any negative impact on the ability of our members and the broader business community to maintain and enhance their business
2. A process in which decisions are made without consultation with our constituents

We are hoping to avoid the necessity of taking action by being as collaborative and open as we can in the initial stages of this project. Collaboration now will assist in a smoother transition in the future.

This being said, the voice of over 2000 businesses in the Newtown precinct, most of whom are also local residents, can be a very powerful one. When combined with the support of our constituents, the voice gets louder.

Timeline of Activity

Delivery timeline



The key timeframe for our activity is the pre-construction phase. This is when the Environmental Impact Study is being developed and the guidelines of the tender process are being built. The ability to have input into the tender document is one of our strategies, but may be unrealistic.

This delivery timeline highlights our point of concern. There is a 3 year gap between the completion of the M5 East Airport Link, finishing at St Peters, and the M4 South.

We are currently seeking clarification on how this substantial increase in traffic will be managed so that we can inform our constituents and develop strategies to minimise the impact on our precinct.

Our draft timeline of activity is

1. December 2014
 - Initial meetings to gather information and questions
 - Finalise our marketing and communications plan
 - Build our network of constituents and open the lines of communication
2. January-June 2015
 - Communicate regular updates about the project to our constituents
 - Invite the Authority to member events to discuss the project with our members
 - Establish a forum where our members can ask questions and make comments
 - Advocate for the alignment of the concurrent completion of stages 2 & 3
 - Alternatively, request and advocate for traffic management solutions that minimise the impact to the Newtown Precinct during 2020-2-23
 - Request the Authority to introduce us to the proponents tendering to build stage 2

- Communicate the position of the NPBA and its constituents to the proponents of the stage 2 tender process
- Request timely updates on the tender process as it progresses

This timeline and the activity in it are fluid pending the outcomes of our discussions over the coming weeks and months.

Summary

The NPBA will do everything in its power to minimise the impact of the Westconnex project on the business community in our precinct. Any impact on our businesses will have flow on effects to the residents in the area, leading to our desire to engage with the broader Newtown community.

We are hoping to be as collaborative as possible through this whole process and look forward to the opportunity of building stronger relationships with our stakeholders and constituents.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Michelle Nash
[Redacted]

Address:
[Redacted]

Alexandria, NSW
2015

Content:
To the Director Infrastructure Projects,
Planning Services
Department of Planning and Environment
Application Number SSI 6788

I wish to register my objection to the planned WestConnex St Peters Interchange, on the following grounds:
1. The planned outlets will add tens of thousands of additional vehicles to already congested suburbs (St Peters, Alexandria, Newtown, etc) that are already at a standstill during peak periods.
2. The impact of additional traffic will have a detrimental impact on the surrounding residential suburbs as drivers endeavour to circumvent delays on major roads by diverting to local streets.
3. Air quality from the increased traffic will be significantly reduced due to increased emissions, especially due to the slowed traffic flow and the unfiltered stacks.
4. The overall cost is obscene and likely to continue to grow. A smaller amount would be better spent on improving public transport.

Yours Sincerely,
Michelle Nash

[Redacted]

[Redacted]

[Redacted]

[Redacted]



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: MURRAY JEWELL
Organisation: THE GLEBE SOCIETY (COMMITTEE MEMBER)
Govt. Agency: No

[REDACTED]

Address:

[REDACTED]

SYDNEY, NSW
2037

Content:
The Glebe Society submission is in the attachment

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The Secretary
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

29 January 2016

Dear Sir

Project Number SSI 14_6788
Submission on Environmental Impact Statement : WestConnex New M5

The Glebe Society is a long established community group representing the interests of nearly 400 members in Glebe and Forest Lodge. We appreciate the opportunity to make a submission on the Environmental Impact Statement.

We are concerned about the impact of the project on inner city transport, and specifically that the completion of the New M5 will direct more traffic onto the streets in the inner west of Sydney, including Glebe and Forest Lodge.

We note the alternatives to the project that were considered, and wish to point out that a more effective strategy would be to invest in lower cost alternatives, in particular public transport, rail freight improvements and demand management. To adopt the most costly alternative is, we think, a wasteful approach when more cautious options are available.

We have grave doubts about the underlying assumptions that justify the WestConnex project; in particular that congestion will continue to worsen as the population in Sydney increases. There are a number of reasons why this assumption may be false, including, the changing pattern in the use of motor vehicles, the increased preference for high density living close to places of work, the sharing economy, the growth of services such as Uber and GoGet, and the potential impact of electric and driverless cars.

We are particularly concerned that economic and political constraints may mean that the total WestConnex project is not completed, leaving inner city suburbs with the impact of traffic that has been redirected onto their streets.

Yours sincerely



Ted McKeown
President

[Redacted]

[Redacted]

[Redacted]

Content:

The proposed Westconnex exit at St Peters has been undertaken without adequate traffic modelling and will result in extremely congested streets.

At a time when cities internationally are focussing resources on public transport, it is a mistake to build this freeway and the "LA style spaghetti" junction interchange that will offload tens of thousands of cars on local streets. Even with road widening, the local area cannot handle this amount of cars.

I strongly urge city planners to re-consider this proposal.

[Redacted]

[Redacted]

▪

[REDACTED]

[REDACTED]

From: system@affinitylive.com [mailto:system@affinitylive.com] **On Behalf Of** Allison French
Sent: Friday, 29 January 2016 9:31 AM
To: Mary Garland
Cc: Dominic Crinnion
Subject: Submission Details for Allison French (object)

[REDACTED]

Name: Allison French
[REDACTED]

Address:
[REDACTED]

Alexandria , NSW
2015

Content:
I am submitting an objection to the proposed Westconnex project due to the negative impact it will have on our local area, including increased traffic and negative environmental impact. I strongly object to this proposed project as a taxpayer and concerned resident!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

SUBMISSION TO M5 EIS

Name: Allison French

Full address: [REDACTED] Alexandria, NSW 2015 Australia

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

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

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

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

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

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

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

ADD YOUR OWN COMMENTS HERE:

I **have not** made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: GERARD TOBIN
[REDACTED]

Address:
[REDACTED]
ALEXANDRIA, NSW
2015

Content:
SEE ATTACHMENT

I strongly object to the new M5 and Westconnex due to its adverse impact to Sydney Park and Alexandria

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

SUBMISSION IN RESPONSE TO M5 EIS

Name ...GERARD TOBIN.....

Full address ... [REDACTED] ALEXANDRIA

2015.....

I am writing to object to the proposed New M5.

I am a resident likely to be adversely affected by the 60000+ vehicles expected to enter Euston Rd, near Sydney Park, because of this project.

The amenity and liveability of this growing residential community in Alexandria will be impacted by traffic, motor vehicle fumes, noise, unventilated exhaust stacks, and the impact on Sydney Park, one of the very few green 'wedges' in the inner South West region of Sydney

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

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

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

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

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

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

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

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

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

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

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

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

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

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money. Is this really a fever solution to Sydney in 2015, when the best cities in the world are working on liveability and amenity, not more freeways!!!!

I have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Kimball Knuckey
[Redacted]

Address:
[Redacted]

Alexandria, NSW
2015

Content:
I am vehemently against the westConnex proposal.

I have lived in Melbourne and seen the inner city suburbs of North Fitzroy and North Melbourne destroyed by roads like the Euston Road proposal. I have seen the destruction of parts of Woolloomooloo and Ultimo by the same type of roads.

Where are the extra 61,000 cars going to go every day? No-one answers this question. The obvious answer is that they will go to a new bottleneck and into the local streets. And then the pressure will be put on to increase capacity at that bottleneck, just to create a new bottleneck further down the road.

This is a expensive solution from last century that won't work.

Find a twenty first century solution to this problem. It will destroy neighbourhoods which go back 150 years. Find a modern, sensible solution to save this heritage landscape.

The people who are pushing this through will be remembered in the future as vandals.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

▪

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Hayley Wilson
[Redacted]

Address:
[Redacted]

Alexandria, NSW
2015

Content:
I object to Westconnex.

I object to the traffic and pollution WestConnex will bring.

I object to Euston Road widening.

I object to Sydney Park resize.

I object to 24hour construction.

Lawrence and Belmont Street and surrounding streets/area is full of young families, regularly using the footpaths and crossing roads to access schools, daycare centres and parks in the area, including Sydney Park (crossing the road at the main lights), Harry Noble Reserve Erskineville, and the park on the corner of Lawrence / Harley Street.

Alexandria and Erskineville community spirit is rare and something that the government, council should be "preserving" not putting a major Highway outputting traffic straight through it. It takes along time to build community spirit , this area has been untouched for over 100 years and it is very special place and history of Sydney. And now the government want to drop in a major highway throught the middle of it and pass traffic and pollution through. It is insane.

Please government, preserve our history, our area, and our childrens future.

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

[REDACTED]

▪

28th January 2016

Hayley Wilson & Nicholas Vildzius

Alexandria NSW 2015

SUBMISSION TO M5 EIS

I strongly object to the proposed New M5.

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

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

- The amount of traffic that will take short cuts through Lawrence Street, and it's laneways (Euston Lane and Lawrence Lane). This area of Alexandria is a very quiet, tree lined. With the current local traffic every morning and afternoon peak hours, the traffic is already jammed. The new M5 will add to this major traffic bottleneck and cars finding "shortcuts" through these local streets.
- Children – Lawrence and Belmont Street is full of young families, regularly using the footpaths and crossing roads to access schools, daycare centres and parks in the area, including Sydney Park (crossing the road at the main lights), Harry Noble Reserve Erskineville, and the park on the corner of Lawrence / Harley Street.
- We object to new M5 bringing this amount of traffic into such a beautifully preserved , safe and quiet community. Due to the average land size, terrace and attached semi's with small courtyards, it is vital for the residents and children to use these parks . The current plan for Westconnex will output 61,000 cars right through the centre of our community.
- Alexandria and Erskineville community spirit is rare and something that the government, council should be "preserving" not putting a major Highway straight through it. It's insane. And where is the traffic going to go to. WestCONex is NOT the answer.
- Property Values – we strongly object to the new M5 and all of the impacts it will have including

our property value.

- We strongly object to the unfiltered exhaust stack and air pollution
- Please we demand a full audit of Westconnex. And please save our area, our environment and our children's future.

I have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Mark Locsei
[Redacted]

Address:
[Redacted]

Alexandria, NSW
2015

Content:
I strongly oppose the Westconnex project. It will have a negative impact on our local area including traffic, congestion and negative environmental impact. I therefore oppose the westconnex project!

[Redacted]

[Redacted]

[Redacted]

[Redacted]

▪

SUBMISSION TO M5 EIS

Name: Mark Locsei

Full address: [REDACTED] Alexandria, NSW 2015 Australia

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

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

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

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

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

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

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

ADD YOUR OWN COMMENTS HERE:

I **have not** made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Lisa Fleming
Organisation: Ms (Ms)

Address:

POTTS POINT, NSW
1335

Content:

I oppose the the WestConnex project.
I ride a bike with my child in Sydney and support public transport and bicycle infrastructure rather than more roads.
I call for the M5 East Green Link (a high-quality cycling and walking link connecting Bexley North Train station to Sydney Airport) to be funded and delivered as part of the Westconnex project because The M5 East Green Link would bring the following benefits:
Provide a high-quality, low stress, and largely off-road "veloway" connecting south-western Sydney and the CBD, via the airport;
Introduce cycling as a viable transport alternative for Sydney Airport's 29,000 staff, a large proportion of whom are shift workers that have no meaningful transport choice when ending shifts;
Activate the economic return on cycling (\$1.43 economic benefit per km ridden);
Allow people to ride and walk safely, wholly away from the road system;
Create road capacity and better Level of Service at intersections for vehicles (fewer people crossing intersections);
Improved safety outcomes for all road, and in particular, vulnerable road users;
Further insulate the Wollli Creek Valley against intrusion by traffic and development by increasing public awareness, use and care of the valley park;
Offset the traffic, social and pollution impacts of the WestConnex project;
Link with the existing M5 Cycleway;
Cater for demand from the housing and commercial developments at Wollli Ck Station precinct.

[Redacted]

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[REDACTED]

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Lynda Newnam
Organisation: Bikes Botany Bay (Coordinator)
Govt. Agency: No

[Redacted]

Address:
[Redacted]

Matrville, NSW
2036

Content:
Submission is attached.

[Redacted]

[Redacted]

[Redacted]

[Redacted]



**SUBMISSION – WESTCONNEX EAST
Recommendation for
WESTCONNEX CYCLING STRATEGY**

Lynda Newnam

www.bikesbotanybay.com

26th January 2016

Thank you for the opportunity to make this submission.

WestConnex is one of the biggest infrastructure projects currently being undertaken in Australia and it will have far reaching effects.

It is a project which will support population growth in Western Sydney as well the ambitious growth targets for Port Botany as outlined in the NSW Ports 30 year Plan

<http://www.nswports.com.au/assets/Publications/NSW-Ports-Master-Plan-2015.pdf> and Sydney Airport, as outlined in the Master Plan.

To address sustainability goals, dedicated cycleways need to be integrated with this project. This commitment to integration is outlined in the Sydney Cycling Futures, December 2013 policy document, endorsed by the NSW Treasurer, Gladys Berejiklian, and the Roads and Ports Minister Duncan Gay.

<http://www.transport.nsw.gov.au/sites/default/files/b2b/publications/sydneys-cycling-future-web.pdf>

A safe and connected network of bicycle paths is an important part of Sydney's integrated transport system. We want to make bike riding a convenient and enjoyable option that benefits everyone - by improving access to towns and centres, reducing congestion and increasing capacity on the public transport system.

We are investing \$33 million into cycling in 2013-14 across NSW. This will build new routes, fix missing links in the network and better integrate bike riding with other modes of transport.



Sydney's Cycling Future outlines how we will improve the bicycle network and make sure that the needs of bike riders are built into the planning of new transport and infrastructure projects. It is the first time in our state's history there have been comprehensive plans for active transport.

The NSW Government is working with the Australian Government, councils and the community to plan, prioritise and deliver better connected cycling infrastructure.

Bicycle riding is already a popular form of transport: it costs nothing, improves health, generates zero carbon emissions and, for shorter journeys, can often be quicker than a car or public transport.

Since 2006, the number of people riding to work has increased by 50 per cent in metropolitan Sydney. Continuing to increase this mode share will ease pressure on our transport system.

Customers have told us that they would cycle more if it was made safer for them. We are prioritising key initiatives that will have an impact on the customer's safety and experience every time they hop on their bike.

This year we have also joined forces with the Amy Gillett Foundation to deliver an education campaign to help improve the safety of bicycle riders in NSW. Bike riders share the road with drivers and each has a duty of care to each other. Our education campaigns will focus not only on bike rider behaviour, but on careful driver behaviour.

Sydney's Cycling Future will coordinate planning and investment in infrastructure and initiatives, resulting in a safer and easier bicycle riding experience for the people of Sydney.

The WestConnex Project provides an excellent opportunity for Sydney to become more sustainable and more productive. To achieve this, Active Transport must be recognised as a key element and it needs to be approached holistically. It is recommended that a **WestConnex Cycling Strategy** be developed to complement the WestConnex project.

The documentation should include maps showing cycling trip destinations, catchment areas and the possible routes. Projections out to 2045 would need to be included. This would be

consistent with stated commitments to workplace travel planning eg. http://www.pcal.nsw.gov.au/workplace_travel_plan and to sustainability goals.



Supporting infrastructure would need to be included.



Consultation with a diverse range of groups and individuals is essential, however, the initial work of collating data, undertaking surveys and projections requires expertise well beyond the capacity of individuals, cycling groups, NGOs, or local councils.

A commitment to delivering a first class active transport solution alongside WestConnex East would go some way to allaying community reservations about this project.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

My concerns about the WestConnex proposal are:

Traffic in the Inner West is already VERY congested and, owing to several new medium density housing developments, is becoming much worse. The Westconnex plan will direct tunnels of traffic towards roads that are already struggling to cope, and those cars will have nowhere to go. It is already very difficult to drive from A to B in the Inner West, and parking is next to impossible. Where will all those extra cars go?

King Street will be forced to become a permanent clearway, which will harm local businesses and destroy the suburb. Newtown is one of the few suburbs with any character left. Do we want everywhere to become bland apartment blocks and busy roads? No, I don't think so!

Air pollution is a significant problem, with car exhaust fumes spewing cancerous particles into the air we breathe. It seems ludicrous and pointless to ban smoking in outdoor areas while simultaneously wrecking air quality by pumping more exhaust fumes into the air. I approve of the smoking ban, but car fumes are proven to be as harmful as passive smoking, especially for children, according to research at Dartmouth College, and a report published in the European Respiratory Journal, among many others. (And car manufacturers, as we know, are not always honest about their emissions in the first place...) Air quality is already terrible along the busy roads of the Inner West; the Westconnex can only make it far worse.

If the scheme is about job creation, the money would be better spent upgrading existing infrastructure and making public transport more appealing - which will create just as many jobs. Road surfaces are poor in the Inner West - divert the money to improving the roads we have, fix the rail networks and put more trains on. Half the reason people don't catch trains is that they are so often running a bus replacement. It is embarrassing for Australia that its rail networks are in such poor shape. Follow the European model.

We need to be encouraging people to reduce their reliance on their cars. If people are less sedentary, they will not be so fat! Improving trains and buses, and adding cycle lanes, will help reduce the obesity epidemic by encouraging people to move more, thus reducing the burden on health services. I know from personal experience that using a car all the time makes you less fit and healthy, and makes you gain weight. It's basic stuff.

Please, please reconsider destroying inner Sydney by turning it into a massive motorway. It has not turned out well for America. If you want Australia to be a progressive nation that is the envy of the world, you need to come up with progressive solutions. Westconnex is a band aid for a much wider problem about increasing population, carbon emissions and environmental degradation. Ultimately it will not solve the challenges we face. Take the lead and find solutions that will reduce all our carbon footprints, decrease emissions and make this city fit for the 21st century. Create a transport system to be proud of - don't strangle

our suburbs. You can do it!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Content:

The new M5 St Peters Interchange will be a massive Los Angeles-style spaghetti junction of flyovers right next to Sydney Park that will pour traffic into already congested suburbs, worsen air quality and threaten King Street.

This project will be a disaster for our city.

Viable, sustainable public transport alternatives must be prioritised. Public transport infrastructure will improve the city, attract more visitors, ease congestion, and last well into the future.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

▪

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Bruce Lay
Organisation: Heritage Solutions (Director)

[Redacted]

Address:

[Redacted]

Newtown, NSW
2042

Content:

29 January 2016

REF: WEST CONNEX - SUBMISSION TO THE M5 PROPOSAL

PREFACE

The EIS admits that this project will only benefit 1% of the population. Hence, the 99% of the population of the city who will not directly benefit will be paying for this in terms of tolls and impacts. This huge transfer of money will be disproportionately placed on the people of western Sydney, who have the least ability to pay the tolls. The analysis suggests the tolls will be unaffordable to 50% of households. Moreover the system will not be viable/efficient until further links are built. These links are not designed or costed. One could argue that the current proposal is being designed on the run and is not properly costed as well. The whole should be deferred for resolution of the whole and a global assessment and case can be examined.

We live in the well served and well-heeled inner-west. We have options, good public transport, and we can get on our bikes and get around much faster anyway; (Bruce is 74 and has been riding on the road for 64 years). We feel sorry for the people who live further out, particularly in western Sydney who will be denied the funding to give them, what we have, unless West Connex is abandoned.

The stated objectives are to upgrade transport to the airport and the port, but it does neither. The airport is close to capacity and is well serviced by train. Addressing the transport infrastructure for Badgerys Creek should be the priority. Even if a road-based solution were efficient, it would not be delivered in time. It is clear, including by ECO TRANSPORT'S analysis, that there are much cheaper ways of improving access to the airport, the Central Industrial Area and the new major urban regeneration areas, including Green Square. They suggest a better outcome at 10% of the cost, serving not that 1% but 90% of those commuting from the west in the CIA. In cost benefit terms it is a no brainer.

Access to the port from St Mary's is already programmed, and will be delivered much sooner by rail; and is well placed to link to

Badgerys as well.

As transport planners acknowledge, roads are traffic induction devices. Roads need to be designed to serve the city, not vice versa. Most great cities are building transit and are being re-structured to minimise car use. Reducing car dependence has been a planning mantra for at least 50 years. A rational pricing of road infrastructure, including land, social and health costs would substantially reduce demand, and establish that the existing system is probably way over capacity and poorly used much of the time. With the development of driverless cars, road space will be used more effectively. Automation and car sharing schemes will reduce the huge waste of land for the storage of cars. Car ownership is already going backwards, particularly in the inner City. Our small car, parked most of the time, is shared with our eldest son and his family.

The run-away economic success of central Sydney is no accident. It has been achieved by wise planning centred on the quality of the public domain, walkability, and making people the centre of places. The car has a limited role in a diverse and dense modern city; otherwise it is hugely destructive, it divides. It is not the joiner it purports to be.

The planet is going through an intense period of city making, and the older cities are re-inventing themselves to compete. Sydney has great natural assets, but its transport planning is a mixed story. Car dependence is a huge drag on its drawing power. While this project is likely to be the last gasp, it actually should be abandoned now.

The people of the inner-west know, and the people of Sydney are also waking up. Successful governments often contain the seeds of their own demise; another one is looming. Tony Abbott (who?) was one-eyed about transport, and we know what happened to him. Our current prime minister know how cities work. Even Warringah may yet choose a politician willing to support transit into the northern beaches.

SOME PARTICULAR POINTS ALLIED TO THE PREFACE

1. The behaviour of traffic is fluid mechanics, simple, a continuous free flowing system without restrictions is efficient in its own terms, including its capacity. West Connex may do this as a self-contained system, but will otherwise need to be integrated into the city.

The essential links to meet the brief have not been designed or costed.

It will be only moving the bottlenecks, leading to another lobby to build a bit more, and like cancer will destroy its host, the life of the city. Re-building the city at vast expense seeking free movement by car, from any point to any point is not achievable even on the Nullabor Plain. It is evidently a failure in the hugely wasteful Los Angeles. (We should all know the story of GM buying up LA's tram system, the largest in N America and closing it down.) They are now trying desperately to put transit back into that city.

2. Theoretical time savings ignore the origin and destination impacts and the huge diversity in movements at the beginning and end of journeys. The time savings attributed to West Connex will only benefit a small portion of the trips. The lack of integrity to the analysis is staggering. Most trips start or end in local networks; but these impacts are outside of the brief!

3. Even if such fluidity in the system were possible, the costs in terms of money, land, resources, and social and environmental impact would make it untenable.

4. Vehicular mobility is an ancient idea, even Imperial Rome placed limits to make the city work. It has been evident since at least 1950 that universal personal vehicle use is not achievable, irrespective of cost, and that other technologies of transport and land use are required to make our cities liveable. Urban road building ceased soon after, particularly in the larger urban areas. Around the world, much space formerly allocated to cars parked or moving has been returned to better use. Toronto abandoned its half-completed Spadina Freeway in the 1970s, when the populace rebelled at the destruction of their neighbourhoods.

5. The notion that tunnel building can thwart the spatial limits and social impacts is nonsense, as most traffic starts and ends in local streets, and increases the load. A congested system becomes impossibly so, as is evident with the current inner urban condition in Sydney.

6. No traffic starts or finishes at the arterial connections, and congestion and travel times will be a consequence of the local constraints and capacity by and large. The time savings are a fallacy, apart from the global costs of attempting it.

7. It is evident that the technology is now emerging to either avoid the movement of goods and people on conventional roads, or to move them in more efficient and automated ways and to better utilise existing infrastructure. It is already evident that the proposed rail infrastructure will largely and seamlessly lick the freight issue for Sydney. Pity that the freight line will be disrupted for a period by the construction of West Connex.

8. Changing our movement systems can provide considerable scope for both equity and more efficient use of public infrastructure. As about half of movement in dense urban areas is on foot, the scope to improve pedestrian systems is immense. Time savings for pedestrians does not seem to get the same attention. Likewise a segregated cycleway system will de-clog the system and increase the capacity in a much more cost effective and socially useful way, than car-based solutions.

9.

The equity issue is not just about who pays and who benefits and whose time is saved or wasted, it also about the social costs of isolation in a car dependent city, as well as the health impacts, when people are inactive for long periods of time. Walkable cities are much healthier, the statistics are stark.

So why is this project being pursued? It evidently suits the road builders and profits of the major construction companies, and some may be convinced by the magic bullet argument. Some politicians put their heads in a bag, and support the untenable. Sitting in traffic jams makes people very irrational. And, some: a small minority the 1% again, may benefit. An executive travelling from Mosman to the airport, or from his office above the car park may receive a marginal benefit, but by imposing the huge costs and impacts of the other 99%.

The corruption risk with this mix of regulatory and development functions, and the privatisation of decision making is self-evident.

THE LOCAL IMPACTS

Bruce has worked as a professional in urban planning over the last 50 years. He would argue that expanding the capacity of urban roads has been a futile, in fact a destructive activity on all measures, social, environmental, and economic; and that walkability is the best measure of a successful city.

We will make some points about the area we know best, and have lived in for nearly 40 years. This is a microcosm of the whole, and a sub-set in terms of issues and solutions.

When we moved to Newtown to raise a family in 1978, King Street was dead and dying as the largest commercial high street in the City, outside of the City centre. It held on by a thread. Limited clearways buffered the footpaths from fast moving traffic, and provided for limited parking to support roadside business. The narrow and winding one lane each way flow contained speed and frequent lights bunched traffic, so that gaps and opportunities to cross were frequent. It worked and continues to work. This contrasts with Parramatta Road, where two lanes each way have effectively destroyed a great many vital centres along that passage. Parramatta Road is a huge physical and social divide. Parramatta Road has experienced the loss of thousands of businesses and jobs; a huge economic and social cost that has not been considered in the balancing required for making such decisions.

A 24-hour clearway is a likely consequence of West Connex. It will kill off King Street, and Enmore Road, a thousand businesses, and the core of these suburbs will be destroyed; at incalculable cost and impact. In concert with this when it was threatened in the past, many businesses closed, and many insurance fires occurred. Some developers salivated over the development potential. What development potential?

The real estate adjoining major roads has a low value, mostly blighted by the traffic and access constraints, the dust bin of the city.

Hence, the reputation of Parramatta Road and the periodic attempts to revitalise it. Marginal uses, used car yards and the like were the best option until displaced by online sales. Removal of the often fine roadside businesses exposed the often high quality housing and quiet neighbourhoods behind to the traffic, extending the blight. This is clearly a threat to St Peters & Newtown and even more likely in Haberfield given the acquisitions and clearances. Now we see poor quality low end housing complexes along these roads encouraged by irresponsible public policy, disaggregating the city, developing an urban apartheid between the haves and have nots, between the mostly young renters and the owner occupiers in the higher amenity and better serviced areas.

King Street & Enmore Road have hung in there, and re-vitalised assisted by the large resident population and the large local workforce including from the University and Hospital hubs. It re-invented itself, changing from principally a shopping high street to eat streets and service centres. The historic character and fine and diverse collection of buildings is a major facet of its success, and its contribution to the culture of the City as a whole. This is an object lesson in how to make a good city following the lessons of Kevin Lynch, Jane Jacobs and others, including many Australian exemplars. The value of this to the City in global terms must vastly exceed the limited benefit of saving a few minutes down a tube under the earth before emerging to a surface melee that will not be changed by the expenditure of these vast sums.

Campbell Street St Peters recently - West Connex will not resolve this but spawn it into local streets - one turning truck created an instant jam.

These suburbs and the inner city and City centre is again the heart throb of this metropolis, the most dynamic part of the City's life and economy. The threat of this 'moving the bottleneck' project is clear to all who live here. Many of us also own cars, although we use them as little as possible. It is quicker and more pleasant to get around by other means. When we cannot avoid a car trip, usually because of the underinvestment in public transport, or because of poor connectivity and amenity, or walking/cycling is not an option, or because of the need to transport goods or infirm people, we may use the car, or use Go-Get. This is the new paradigm, the new economy in terms of living and working in the city; in step with our adult children, who do likewise. Not against the car, but accepting its limited utility in the middle of large cities. We have lived, worked and travelled in many cities, we have done our homework. We know what works!

Bruce has had a career in architecture and urban planning, including long stretches in state and local planning, and since 2006 worked principally as a planner and heritage specialist assisting in the conservation of the immense repository of historic fabric, particularly in the inner city, some now threatened directly with demolition or being compromised by the impacts of inappropriate

development, including by this project. With careful evaluation there is always a better way. Better cities are not made by hasty process and closed minds.

The great urban planner and historian Lewis Mumford, wrote a book back in the 1960s 'The Highway and the City' which presaged the likely destruction of American cities that was pending by urban freeway building. And, he was so right. So many great American cities have been ripped apart and their social and economic assets destroyed since then, and some have slowly recovered including by undoing some of the inappropriate road building. Jane Jacobs forced a rethink which saved many existing places by recognising the importance of the quality of street and the pedestrian environment. People make cities, not cars. She moved to Toronto that did it better than New York. Toronto ripped up the half completed inner city Spadina Freeway back in the 1970s, learning the lesson somewhat earlier than us.

We have been luckier, perhaps wiser and stopped the attempt to insert an urban freeway systems on the City in the 1970s; but it such old notions keep emerging with its potential to harm. Tunnels may be better than surface roads, but they pollute the same, and when they surface they induce more vehicles creating even greater congestion and impact than before. Traffic needs to surface and then it wreaks havoc. And this is not just servicing essential demand, to keep goods and people moving, the capacity is pumped up not to better serve the city but to maximise the profit. This maximises the damage and the threat to the viability of both our public transport and our public places, the lifeblood of the interactions that make cities work.

Orwell would enjoy the irony of the term 'freeway' neither free, nor freeing. .

HERITAGE- a small but important facet of the case

The south, St Peters end of King Street re-vitalised as an eat street with the monument to the industrial past, the chimneys. The increased traffic generated by West Connex is a huge threat to this, with the looming thread of the connections; not designed or costed; another missing link to cost more billions deflected from socially useful infrastructure?

The West Connex proposal is a fragment of the whole, a work in progress, and all will not be done/revealed before critical and likely damaging and hugely costly decisions are made. The M5 connection back to Parramatta Road so vital to Newtown's fate is not revealed or costed. It will inevitably damage the south end of King Street and many other areas along its route. The 8 kilometres of King Street/Enmore Road is the most important and fine inner city commercial streetscape in the City, of State and National significance. The whole is thus in Heritage Conservation Areas in Marrickville and the City of Sydney. It also includes a large collection of individual Heritage Items, including many at the St Peter's end, within the viewshed/curtilage of the St Peters interchange. and its future un-designed connections.

The St Peter's Brickworks themselves are a major landmark in this area enfolded by the now fine new land and waterscape of Sydney Park. The whole is a composite of State significance given the importance of the brickmaking here in terms of building Sydney from about 1880 until the mid-twentieth century, when development of the inner western suburbs was nearly complete. This whole precinct deserves respect, not being carved up and marooned by major roads with limited connections for pedestrian and cycle access. Needless to say many groups of buildings remain to this context along the Princes Highway to Canal Road & Campbell Streets.

These buildings and streetscapes tie this precinct in its setting, its social context and history. There is evident scope to recover its urban context and grain, not to destroy it further.

Not just the 'Bedford Brickworks' the whole area to the eastern side of the Princes Highway south to Canal Road became a major brickmaking and industrial area for building the city of great importance to the history of the city. There were nine brick and tile makers in this stretch, apart from other key industries. Apart from the remains within the park there is important archaeology in this area, now being dug up and carted away without evaluation for expedient reasons. The EIS only examines somewhat loosely the impact on identified heritage and not the uncovered, unexamined evidence of this important history.

There should be an archaeological watching brief for the whole. It is not just asbestos to be considered.

This shows the transfer station to the south of Sydney Park and the huge area being squandered for the proposed inter-change. This area has transformational potential for a new sector of St Peters linked into Sydney Park and the Alexandria Canal. Such a transformation has already occurred across Mitchell Road into Newtown/Erskineville.

The proposal includes a schematic design for a huge intersection on the transfer station to the south of Sydney Park. Even in a rural area, this would be a misuse of valuable land. This is in the inner core of the city, of immense value adjoining a major park and other inner regeneration areas, including Green Square. It is of comparable size to the Green Square town centre which is 14 hectares with a projected population by 2030 of 22 000 with a similar workforce. This land with comparable potential would have to have an opportunity cost/value of a similar order, perhaps \$5 billion. You must be kidding! And creating a new community of this size to this area next to the Park and Newtown will add huge value to the City, rather than a spaghetti of flyovers, with consequent impacts on health, liveability and severance of the communities. This is not city making. This is city destroying.

As the movement of traffic and capacity is often likened to fluid dynamics, then the weakest links and squeeze points not only limit both the capacity and the speed, but often worsen congestion due to discontinuities; the weird experience of traffic jams in the middle of the country which we have all had. The scenario that most can see is the futility of this proposal in traffic terms, but also the huge social and economic consequences in pursuing it. We know what happens when there is a kink in a hose, and the

frustration of this for the keen gardener. We know the consequences of a minor breakdown on the arterial system; somewhat rare with systemic transport.

This project seems to suit the road builders and everyone else loses. Even the EIS admits it will benefit 1% of the population; at huge cost and impacts to the other 99%! The huge inequity if not iniquity of this is self-evident.

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The King Street/Enmore Road Heritage Conservation Areas. These Victorian/Federation high streets are the most important and intact examples in the city of Victorian & Federation period commercial precincts.

The EIS is silent on the impacts on this.

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The St Peter's Brickworks - of State significance, probably the most important and complete remains of brickmaking in the state, and of huge importance to the development of the City. The curtilage and setting in heritage terms is likely to be severely damaged. It cannot be measured, as the design has not been done. The Park desperately needs linkages into the adjoining regenerating areas, as new living areas for the inner city, not increasing the isolation by major roads, including noise and safety impacts.

The EIS is also silent on this.

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The Princes Highway context - St Peters. Some key heritage buildings remain including the 'Southern Cross Hotel', the 'Dynamo Service Station' and the 'White Horse Hotel' in St Peters. These are important fragments of the history of this important road to the south, which should be conserved and their environs upgraded, not further destroyed. These buildings provide a key to urban regeneration.

This key heritage building and landmark will be marooned in a larger intersection that is adequate for the current level of demand. Instead it could anchor a vibrant new urban precinct at the south end of Sydney Park.

This is proposed to be acquired and demolished - a rare memory of when cars served rather than devoured cities. The existing intersection has adequate capacity to serve the need. This is gratuitous vandalism.

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The St Peters Church together with its churchyard, graves and rectory is a very rare and peaceful precinct and repository of the early history of the city. It will be damaged by amplification of the road, subject to design!

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Campbell Street

A heritage terrace row in Campbell Street. The amplification of this route will exacerbate the viability of housing along this road, part of the blighting that occurs along urban roads throughout the world. Reversal of many of these poor planning decisions is also occurring throughout the world.

The terrace group Nos 2 -34 Campbell Road also a Heritage Item, will be compromised with the impact of it becoming a major road, compromising its viability for residential purposes. There are also two groups of Victorian period terrace houses and a number of Federation and Inter-War houses in this street that are to be acquired, or which will be substantially compromised.

The Rudders Bond Store at 53 -55 Campbell Street is a Heritage Item and rare example of our mid-twentieth century heritage to be acquired and demolished. This has the potential to be refurbished as part of the regeneration of this precinct of potential huge value to the area and city.

The EIS is silent on the impacts on these important remnants of St Peters.

Conclusion

We have focussed on the impacts on Newtown and St Peters as we know it well. But the impacts on the other parts and connections, as the main impacts are where the traffic surfaces and have similar issues; Haberfield in particular are similar setting the scene for wider redevelopment scenarios, and cumulative impacts. Given the lack of resolution on many elements, the interim design and the lack of hard information and decision making, the community are substantially locked out. As has been reiterated, the business case has not been provided let alone the global impacts social, health, and environmental.

This project should be deferred until all documentation and design work is complete to establish the case, as well as to review and refine as necessary. This should include the missing links into the arterial system, to both the City centre and Parramatta Road.

The corruptions risk should be addressed by a clear separation between regulatory and development roles including the appointed consultancies.

Regards

Bruce & Sarah Lay

[Redacted signature block]

▪

29 January 2016

REF: WEST CONNEX – SUBMISSION TO THE M5 PROPOSAL**PREFACE**

The EIS admits that this project will only benefit 1% of the population. Hence, the 99% of the population of the city who will not directly benefit will be paying for this in terms of tolls and impacts. This huge transfer of money will be disproportionately placed on the people of western Sydney, who have the least ability to pay the tolls. The analysis suggests the tolls will be unaffordable to 50% of households. Moreover the system will not be viable/efficient until further links are built. These links are not designed or costed. One could argue that the current proposal is being designed on the run and is not properly costed as well. The whole should be deferred for resolution of the whole and a global assessment and case can be examined.

We live in the well served and well-heeled inner-west. We have options, good public transport, and we can get on our bikes and get around much faster anyway; (Bruce is 74 and has been riding on the road for 64 years). We feel sorry for the people who live further out, particularly in western Sydney who will be denied the funding to give them, what we have, unless West Connex is abandoned.

The stated objectives are to upgrade transport to the airport and the port, but it does neither. The airport is close to capacity and is well serviced by train. Addressing the transport infrastructure for Badgerys Creek should be the priority. Even if a road-based solution were efficient, it would not be delivered in time. It is clear, including by ECO TRANSPORT'S analysis, that there are much cheaper ways of improving access to the airport, the Central Industrial Area and the new major urban regeneration areas, including Green Square. They suggest a better outcome at 10% of the cost, serving not that 1% but 90% of those commuting from the west in the CIA. In cost benefit terms it is a no brainer.

Access to the port from St Mary's is already programmed, and will be delivered much sooner by rail; and is well placed to link to Badgerys as well.

As transport planners acknowledge, roads are traffic induction devices. Roads need to be designed to serve the city, not vice versa. Most great cities are building transit and are being re-structured to minimise car use. Reducing car dependence has been a planning mantra for at least 50 years. A rational pricing of road infrastructure, including land, social and health costs would substantially reduce demand, and establish that the existing system is probably way over capacity and poorly used much of the time. With the development of driverless cars, road space will be used more effectively. Automation and car sharing schemes will reduce the huge waste of land for the storage of cars. Car ownership is already going backwards, particularly in the inner City. Our small car, parked most of the time, is shared with our eldest son and his family.

The run-away economic success of central Sydney is no accident. It has been achieved by wise planning centred on the quality of the public domain, walkability, and making people the centre of places. The car has a limited role in a diverse and dense modern city; otherwise it is hugely destructive, it divides. It is not the joiner it purports to be.

The planet is going through an intense period of city making, and the older cities are re-inventing themselves to compete. Sydney has great natural assets, but its transport planning is a mixed story. Car dependence is a huge drag on its drawing power. While this project is likely to be the last gasp, it actually should be abandoned now.

The people of the inner-west know, and the people of Sydney are also waking up. Successful governments often contain the seeds of their own demise; another one is looming. Tony Abbott (who?) was one-eyed about transport, and we know what happened to him. Our current prime minister know how cities work. Even Warringah may yet choose a politician willing to support transit into the northern beaches.

SOME PARTICULAR POINTS ALLIED TO THE PREFACE

1.

The behaviour of traffic is fluid mechanics, simple, a continuous free flowing system without restrictions is efficient in its own terms, including its capacity. West Connex may do this as a self-contained system, but will otherwise need to be integrated into the city.

The essential links to meet the brief have not been designed or costed.

It will be only moving the bottlenecks, leading to another lobby to build a bit more, and like cancer will destroy its host, the life of the city. Re-building the city at vast expense seeking free movement by car, from any point to any point is not achievable even on the Nullabor Plain. It is evidently a failure in the hugely wasteful Los Angeles. (We should all know the story of GM buying up LA's tram system, the largest in N America and closing it down.) They are now trying desperately to put transit back into that city.

2.

Theoretical time savings ignore the origin and destination impacts and the huge diversity in movements at the beginning and end of journeys. The time savings attributed to West Connex will only benefit a small portion of the trips. The lack of integrity to the analysis is staggering. Most trips start or end in local networks; but these impacts are outside of the brief!

3.

Even if such fluidity in the system were possible, the costs in terms of money, land, resources, and social and environmental impact would make it untenable.

4.

Vehicular mobility is an ancient idea, even Imperial Rome placed limits to make the city work. It has been evident since at least 1950 that universal personal vehicle use is not achievable, irrespective of cost, and that other technologies of transport and land use are required to make our cities liveable. Urban road building ceased soon after, particularly in the larger urban areas. Around the world, much space formerly allocated to cars parked or moving has been returned to better use. Toronto abandoned its half-completed Spadina Freeway in the 1970s, when the populace rebelled at the destruction of their neighbourhoods.

5.

The notion that tunnel building can thwart the spatial limits and social impacts is nonsense, as most traffic starts and ends in local streets, and increases the load. A congested system becomes impossibly so, as is evident with the current inner urban condition in Sydney.

6.

No traffic starts or finishes at the arterial connections, and congestion and travel times will be a consequence of the local constraints and capacity by and large. The time savings are a fallacy, apart from the global costs of attempting it.

7.

It is evident that the technology is now emerging to either avoid the movement of goods and people on conventional roads, or to move them in more efficient and automated ways and to better utilise existing infrastructure. It is already evident that the proposed rail infrastructure will largely and seamlessly lick the freight issue for Sydney. Pity that the freight line will be disrupted for a period by the construction of West Connex.

8.

Changing our movement systems can provide considerable scope for both equity and more efficient use of public infrastructure. As about half of movement in dense urban areas is on foot, the scope to improve pedestrian systems is immense. Time savings for pedestrians does not seem to get the same attention. Likewise a segregated cycleway system will de-clog the system and increase the capacity in a much more cost effective and socially useful way, than car-based solutions.

9.

The equity issue is not just about who pays and who benefits and whose time is saved or wasted, it also about the social costs of isolation in a car dependent city, as well as the health impacts, when people are inactive for long periods of time. Walkable cities are much healthier, the statistics are stark.

So why is this project being pursued? It evidently suits the road builders and profits of the major construction companies, and some may be convinced by the magic bullet argument. Some politicians put their heads in a bag, and support the untenable. Sitting in traffic jams makes people very irrational. And, some: a small minority the 1% again, may benefit. An executive travelling from Mosman to the airport, or from his office above the car park may receive a marginal benefit, but by imposing the huge costs and impacts of the other 99%.

The corruption risk with this mix of regulatory and development functions, and the privatisation of decision making is self-evident.

THE LOCAL IMPACTS

Bruce has worked a professional in urban planning over the last 50 years. He would argue that expanding the capacity of urban roads has been a futile, in fact a destructive activity on all measures, social, environmental, and economic; and that walkability is the best measure of a successful city.

We will make some points about the area we know best, and have lived in for nearly 40 years. This is a microcosm of the whole, and a sub-set in terms of issues and solutions.

When we moved to Newtown to raise a family in 1978, King Street was dead and dying as the largest commercial high street in the City, outside of the City centre. It held on by a thread. Limited clearways buffered the footpaths from fast moving traffic, and provided for limited parking to support roadside business. The narrow and winding one lane each way flow contained speed and frequent lights bunched traffic, so that gaps and opportunities to cross were frequent. It worked and continues to work. This contrasts with Parramatta Road, where two lanes each way have effectively destroyed a great many vital centres along that passage. Parramatta Road is a huge physical and social divide. Parramatta Road has experienced the loss of thousands of businesses and jobs; a huge economic and social cost that has not been considered in the balancing required for making such decisions.

A 24-hour clearway is a likely consequence of West Connex. It will kill off King Street, and Enmore Road, a thousand businesses, and the core of these suburbs will be destroyed; at incalculable cost and impact. In concert with this when it was threatened in the past, many businesses closed, and many insurance fires occurred. Some developers salivated over the development potential. What development potential?

The real estate adjoining major roads has a low value, mostly blighted by the traffic and access constraints, the dust bin of the city.

Hence, the reputation of Parramatta Road and the periodic attempts to revitalise it. Marginal uses, used car yards and the like were the best option until displaced by online sales. Removal of the often fine roadside businesses exposed the often high quality housing and quiet neighbourhoods behind to the traffic, extending the blight. This is clearly a threat to St Peters & Newtown and even more likely in Haberfield given the acquisitions and clearances. Now we see poor quality low end housing complexes along these roads encouraged by irresponsible public policy, disaggregating the city, developing an urban apartheid between the haves and have nots, between the mostly young renters and the owner occupiers in the higher amenity and better serviced areas.

King Street & Enmore Road have hung in there, and re-vitalised assisted by the large resident population and the large local workforce including from the University and Hospital hubs. It re-invented itself, changing from principally a shopping high street to eat streets and service centres. The historic character and fine and diverse collection of buildings is a major facet of its success, and its contribution to the culture of the City as a whole. This is an object lesson in how to make a good city following the lessons of Kevin Lynch, Jane Jacobs and others, including many Australian exemplars. The value of this to the City in global terms must vastly exceed the limited benefit of saving a few minutes down a tube under the earth before emerging to a surface melee that will not be changed by the expenditure of these vast sums.



Campbell Street St Peters recently – West Connex will not resolve this but spawn it into local streets – one turning truck created an instant jam.

These suburbs and the inner city and City centre is again the heart throb of this metropolis, the most dynamic part of the City's life and economy. The threat of this '**moving the bottleneck**' project is clear to all who live here. Many of us also own cars, although we use them as little as possible. It is quicker and more pleasant to get around by other means. When we cannot avoid a car trip, usually because of the underinvestment in public transport, or because of poor connectivity and amenity, or walking/cycling is not an option, or because of the need to transport goods or infirm people, we may use the car, or use Go-Get. This is the new paradigm, the new economy in terms of living and working in the city; in step with our adult children, who do likewise. Not against the car, but accepting its limited utility in the middle of large cities. We have lived, worked and travelled in many cities, we have done our homework. We know what works!

Bruce has had a career in architecture and urban planning, including long stretches in state and local planning, and since 2006 worked principally as a planner and heritage specialist assisting in the conservation of the immense repository of historic fabric, particularly in the inner city, some now threatened directly with demolition or being compromised by the impacts of inappropriate development, including by this project. With careful evaluation there is always a better way. Better cities are not made by hasty process and closed minds.

The great urban planner and historian Lewis Mumford, wrote a book back in the 1960s '*The Highway and the City*' which presaged the likely destruction of American cities that was pending by urban freeway building. And, he was so right. So many great American cities have been ripped apart and their social and economic assets destroyed since then, and some have slowly recovered including by undoing some of the inappropriate road building. Jane Jacobs forced a rethink which saved many existing places by recognising the importance of the quality of street and the pedestrian environment. People make cities, not cars. She moved to Toronto that did it better than New York. Toronto ripped up the half completed inner city Spadina Freeway back in the 1970s, learning the lesson somewhat earlier than us.

We have been luckier, perhaps wiser and stopped the attempt to insert an urban freeway systems on the City in the 1970s; but it such old notions keep emerging with its potential to harm. Tunnels may be better than surface roads, but they pollute the same, and when they surface they induce more vehicles creating even greater congestion and impact than before. Traffic needs to surface and then it wreaks havoc. And this is not just servicing essential demand, to keep goods and people moving, the capacity is pumped up

not to better serve the city but to maximise the profit. This maximises the damage and the threat to the viability of both our public transport and our public places, the lifeblood of the interactions that make cities work.

Orwell would enjoy the irony of the term 'freeway' neither free, nor freeing. .

HERITAGE- a small but important facet of the case



The south, St Peters end of King Street re-vitalised as an eat street with the monument to the industrial past, the chimneys. The increased traffic generated by West Connex is a huge threat to this, with the looming thread of the connections; not designed or costed; another missing link to cost more billions deflected from socially useful infrastructure?

The West Connex proposal is a fragment of the whole, a work in progress, and all will not be done/revealed before critical and likely damaging and hugely costly decisions are made. The M5 connection back to Parramatta Road so vital to Newtown's fate is not revealed or costed. It will inevitably damage the south end of King Street and many other areas along its route. The 8 kilometres of King Street/Enmore Road is the most important and fine inner city commercial streetscape in the City, of State and National significance. The whole is thus in Heritage Conservation Areas in Marrickville and the City of Sydney. It also includes a large collection of individual Heritage Items, including many at the St Peter's end, within the viewshed/curtilage of the St Peters interchange. and its future un-designed connections.

The St Peter's Brickworks themselves are a major landmark in this area enfolded by the now fine new land and waterscape of Sydney Park. The whole is a composite of State significance given the importance of the brickmaking here in terms of building Sydney from about 1880 until the mid-twentieth century, when development of the inner western suburbs was nearly complete. This whole precinct deserves respect, not being carved up and marooned by major roads with limited connections for pedestrian and cycle access. Needless to say many groups of buildings remain to this context along the Princes Highway to Canal Road & Campbell Streets.

These buildings and streetscapes tie this precinct in its setting, its social context and history. There is evident scope to recover its urban context and grain, not to destroy it further.

Not just the 'Bedford Brickworks' the whole area to the eastern side of the Princes Highway south to Canal Road became a major brickmaking and industrial area for building the city of great importance to the history of the city. There were nine brick and tile makers in this stretch, apart from other key industries. Apart from the remains within the park there is important archaeology in this area, now being dug up and carted away without evaluation for expedient reasons. The EIS only examines somewhat loosely the impact on identified heritage and not the uncovered, unexamined evidence of this important history.

There should be an archaeological watching brief for the whole. It is not just asbestos to be considered.



This shows the transfer station to the south of Sydney Park and the huge area being squandered for the proposed inter-change. This area has transformational potential for a new sector of St Peters linked into Sydney Park and the Alexandria Canal. Such a transformation has already occurred across Mitchell Road into Newtown/Erskineville.

The proposal includes a schematic design for a huge intersection on the transfer station to the south of Sydney Park. Even in a rural area, this would be a misuse of valuable land. This is in the inner core of the city, of immense value adjoining a major park and other inner regeneration areas, including Green Square. It is of comparable size to the Green Square town centre which is 14 hectares with a projected population by 2030 of 22 000 with a similar workforce. This land with comparable potential would have to have an opportunity cost/value of a similar order, perhaps \$5 billion. You must be kidding! And creating a new community of this size to this area next to the Park and Newtown will add huge value to the City, rather than a spaghetti of flyovers, with consequent impacts on health, liveability and severance of the communities. This is not city making. This is city destroying.

As the movement of traffic and capacity is often likened to fluid dynamics, then the weakest links and squeeze points not only limit both the capacity and the speed, but often worsen congestion due to discontinuities; the weird experience of traffic jams in the middle of the country which we have all had. The scenario that most can see is the futility of this proposal in traffic terms, but also the huge social and economic consequences in pursuing it. We know what happens when there is a kink in a hose, and the frustration of this for the keen gardener. We know the consequences of a minor breakdown on the arterial system; somewhat rare with systemic transport.

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Regards

Bruce & Sarah Lay

[REDACTED]

[REDACTED]

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2207

Content:
Debra Little
[REDACTED]
Bexley North,
NSW, 2207
29th January, 2016

Secretary, Department of Planning and Environment,
NSW Department of Planning and Environment,
GPO Box 39, Sydney NSW 2001

Dear Sir/Madam,

Re: WestConnex New M5 EIS, project number SSI 14_6788

Response to New M5 EIS (AECOM 2015)

I raise the following issues in relation to the new M5 EIS, which I object to.

UNACCEPTABLE NEGATIVE IMPACTS ON BIODIVERSITY

I object to the removal of nearly 80% of the Critically Endangered Ecological Community known as Cooks River Ironbark Forest (CRCIF) at Beverly Grove in order to build a construction compound. The EIS fails to acknowledge that this bushland's preservation was a condition (Condition 86) of approval for the original M5. The removal of such a substantial amount of this already small remnant will result effectively in the degradation and loss of the entire remnant. The EIS acknowledges that the viability of the remaining 0.4 hectares will be seriously compromised, yet still downplays the significance of the impact of destruction by omitting any indication of the high conservation value and the good condition of the bushland. This value and condition class can be ascertained from a report for prepared and accepted by RMS (NGH environmental 2014) as well as from the Approved Conservation Advice (including listing advice) for CRCIF of the Sydney Basin Bioregion under Federal Environmental Legislation (TSSC 2015).

No formal offsets have been identified in the EIS. To offset the destruction proposed is in itself irresponsible and inappropriate given the Critically Endangered listing under the EPBC Act.

I object to the destruction of the habitat of the Vulnerable Green and Golden Bell Frog (GGBF) population at the Kogarah Golf

Course at Arncliffe. The area to be destroyed is significant for the dispersal, foraging and sheltering of the species, and the EIS even acknowledges that the viability of this 'Key Population' of the species will be decreased through the removal of in excess of 7 hectares of the Golf Course area. I object to the fact that no new field surveys were done by the consultant's (Eco Logical) engaged to examine the current biodiversity impacts of the New M5 in this location. The project's impact upon the species is in direct conflict with the findings of many scientific studies, as well as a number of Australian and NSW Government (eg NSW OEH) plans, programs, review committees and policies. Mitigation measures proposed are either untried or high risk.

I object to the removal of habitat that is foraging habitat (including critical foraging habitat) for the Grey-headed Flying-fox, to the EIS's understating of the total amount of foraging habitat removal that the project will result in, and the down playing of the significance of this removal for this Vulnerable mammal species

DESTRUCTION AND DEGRADATION OF OPEN GREEN SPACE

I object to the destruction of socially and environmentally valuable green space at Kingsgrove, Bexley North, Kogarah Golf Course at Arncliffe, and at St Peters. It is unacceptable that further open space areas in the Kingsgrove/Beverly Hills/Bexley North area will be subjected to removal and significant disturbance in addition to that wrought on the area via the original M5. The M5 Linear Park with its many native plantings, its corridor connection to the eastern reaches of the Wollie creek Valley, and its social and environmental amenity for the residents in its vicinity will post construction be but a mere shadow of what it was - and this was purposely created to mitigate against impacts from the original M5. I also object to the proposed loss of valuable parkland areas at Sydney Park. This Park is increasingly important as the population of adjacent suburbs continues to increase at an almost exponential rate.

As the density of Sydney increases and the associated and now well recognised 'urban heat island' effect intensifies, all of our existing green spaces must be preserved, not destroyed for projects such as Westconnex which will in fact only lead to an increase in this urban heat island effect. Green open spaces must be increased and enhanced, not decreased and degraded as a result of the New M5.

TRAFFIC MODELLING

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

TRAFFIC IMPACTS ON LOCAL ROADS

I object to the increased traffic the New M5 will bring to local roads. When complete, King Georges, Stoney Creek, Canterbury, Forest and Moorefields Rds. Are projected to carry increased traffic as motorists avoid the new tolls. This increased traffic is completely contrary to what is being touted by advocates for the New M5 project. These roads, already carrying numerous diesel-fuelled dangerous goods vehicles, will not cope with additional traffic, posing dangers for all using such local roads, in particular school children.

The numerous heavy construction vehicles on local roads particularly pose unacceptable dangers to schools in the catchment of the construction traffic movement, as well as elderly residents.

NOISE AND VIBRATION

I object to the significant and unacceptable impacts of noise and vibration on local residents. The EIS acknowledges that noise levels will exceed stated guidelines. Talk of 'minimising' noise is subjective, and provides no measurable mitigation of what is projected on this front. Vibration will be experienced as a very negative impact by residents, especially overnight when people seek a good night's sleep, yet the EIS appears not to propose any mitigation let alone compensatory measures.

AIR QUALITY AND TUNNELS AND STACKS

I object to the three new unfiltered, emissions stacks proposed for Kingsgrove, Arncliffe and St Peters. These will negatively affect air quality in all surrounding suburbs. This is compounded for the densely populated suburbs of Wollie Creek and Arncliffe. These suburbs are already impacted by the current unfiltered M5 emission stack at Turrella. They will now be additionally affected by the proposed new stack on the Kogarah Golf Course at Arncliffe.

Tunnel design information suggests that the New M5 tunnel will use a longitudinal ventilation system through a stack. All polluted air produced in the tunnel will travel along this ventilation pathway, increasing in concentration all the time as it travels, until it reaches the exhaust point (the stack), and is emitted unfiltered. These emissions will be of varying concentrations with peaks and troughs, and it is the peaks that will most impact people in the vicinity of them. These peaks will not be accommodated by the 'monitoring' to be established.

The utility of the monitoring is also questionable. As the National Health and Medical Research Council (NHRMC) 2008 report observes: 'No clear evidence exists to show that monitoring such as that carried out to assess compliance with air-quality goals, especially for PM10, can reliably predict the size, nature and course of adverse health impacts.'

The calculations and modelling of impacts, be it of PM10 or PM2.5, as done in the EIS documents, are fundamentally misleading and claims made about the 'results' are disingenuous. This is because it is not scientifically valid to simply 'add' the tunnel PM10 and PM2.5 to the background as a predictor of adverse impacts because the tunnel exhaust is made up almost entirely of carcinogenic diesel emissions.

The planners of the road admit that any new developments proposed after the stacks are built will need to be carefully assessed as to where the exhaust pollutants will be going; because they do not currently know. More and more of these pollutants are diesel particles which in 2012, were upgraded by the World Health Organisation to the highest cancer warning level because they are particularly dangerous for the lungs of growing children.

POOR ANALYSIS OF ALTERNATIVES

I object to the bias of the project objectives towards road infrastructure, and the exclusion of other potential solutions such as demand management or public transport infrastructure. The EIS confirms that the project will have significant societal, environmental and economic impacts and these could be avoided by pursuing other approaches. Sydney's population is forecast to increase but increasing private vehicle usage is not a sustainable solution to support this population growth.

Debra Little
29/01/2016

NOTE: I have not donated more than \$1,000 to a political party in the current financial year. I confirm that my name and suburb but not my full address nor email address can be published on the Major Project website where all submissions will be published. I also request acknowledgement of receipt of my submission with its assigned number.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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Address:
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Beverly Hills, NSW
2209

Content:
I strongly object to the WestConnex project in entirety. The impact on biodiversity outweighs unsubstantiated benefits.

[Redacted]

[Redacted]

▪

Secretary

Department of Planning and Environment

Box 39, Sydney NSW 2001

This submission responds to the Westconnex M5 Environmental Impact Statement (EIS). I strongly object to the project and the whole WestConnex because:

The true biodiversity costs of this project are much greater than that presented by westCONNex, including the likely loss of the Arncliffe bell frog population and the practical loss of 100% of Beverly Grove CRCIF. In addition, the loss of Swamp Sclerophyll forest, hollow bearing trees, loss of foraging habitat for the threatened Grey-headed Flying Fox, loss of ecologically unassessed urban areas (private residences) and with the implications of climate change (both from construction and use of the road) the biodiversity costs of this project really begin to tally up. Along with the displacement of people and the expenditure of money (\$16.5 billion!), the environmental costs really should have us scratching our heads and asking “is it all really worth it?”

For a motorway project that fails strategic justification, and is at the expense of delivering other projects of significant economic and social value to the state which would benefit a greater number of people and businesses.

I urge the Department of Planning to reject WestConnex.

Green and Golden Bell Frog threatened

The Green and Golden Bell Frog was once one of the most common frog species found on the east coast of New South Wales and it was once abundant in the swampy eastern suburbs of Sydney.

This all began to change in the 1970's when the ongoing impacts of habitat loss, habitat degradation and habitat fragmentation were amplified by cumulative effects of urban consolidation and development including roads, cars, pollution, cats, dogs, the introduced plague minnow and finally with the introduction of the amphibian chytrid fungus (chytridiomycosis), this was the final straw for the bell frog which was now suffering death

by multiple causes. The most common frog in eastern Sydney had become the most endangered by the 1990's.

By this time the bell frogs were reduced to a series of small 'key populations' scattered along the coastal fringe of New South Wales. Four of these populations were located in Sydney – Arncliffe (Kogarah Golf Course – the population at risk from this development), Homebush Bay, Kurnell and Greenacre. It is now almost 2016 and the situation for the bell frogs of Sydney has not improved. With the exception of the Homebush Bay population which has expanded into newly constructed wetlands throughout Sydney Olympic Park, the remaining populations in Sydney have been ignored and left to dwindle with their habitats largely succumbing to weed invasion and modified water quality. The status of the Greenacre population is unknown, the Kurnell population has suffered apparent extinction and can no longer be found, and the Arncliffe population has managed to just hang on with the most recent population estimates being 30 to 50 adults.

With this being the case the small and fragile Arncliffe population, what may be the second last population of bell frogs in Sydney, is now to be at the centre of a massive four year development for westCONnex.

The Arncliffe Bell Frog population is confined to Kogarah Golf Course and the adjacent RTA ponds and occupy an area covering about 40 Ha. For the westCONnex development, 7.82 Ha of bell frog foraging, dispersal, sheltering and potentially breeding habitat is to be removed from the golf course. This is expected to have “**direct impacts**” on the bell frogs, including: mortality and injury of individuals during clearing of shelter habitat, decommissioning of ponds, during operation of permanent facilities and decreased habitat value of the RTA ponds (where the frogs breed). Decreased habitat value of the RTA pond includes “**indirect impacts**” of shading, dust, noise, vibration and lighting from the adjacent works. As part of their mitigation measures frog exclusion fencing, translocation and captive breeding have been suggested as solutions.

New M5 could kill off GGBF population on Kogarah Golf Course

So what does this mean for the Arncliffe bell frogs? It could very well mean the end for the population. Taking into consideration the population is already very small (<50 individuals

over 40 Ha) and entirely restricted to Kogarah Golf Course, the destruction of 7.82 Ha of dispersal habitat, the addition of frog exclusion fencing confining individuals to the area around the RTA ponds and reduced quality of the RTA ponds over four years (or four breeding seasons) can only result in detrimental impacts on the frogs. The construction on Kogarah Golf Course is occurring immediately adjacent to the RTA ponds on the area of the golf course the frogs most often use for dispersal and occasionally breeding. Given that bell frogs are a widely dispersing species that often utilise different breeding sites (depending on site suitability in different years) confining them all to the one place would likely result in a higher level of cannibalisation, especially of juveniles which need to be able to disperse away from the pond to avoid the adults.

RTA ponds now in poor condition

The suitability of the RTA ponds to see the bell frogs through this tough time must also be considered, if this is where they are expected to breed and survive. The RTA ponds are now over 15 years old, densely covered in vegetation and did not support any breeding in 2014. Bell frogs have shown preference for new ponds, ponds with open areas free of vegetation and require grassy areas adjacent to the pond for foraging. Under the new arrangement the suitability of the RTA ponds to support the bell frogs is severely reduced. Bell frogs will only breed in water if the temperature is above 22 degrees, and in a shaded pond covered in dust and vegetation reaching this critical temperature for breeding may be problematic.

Loud noise may interfere with breeding

Loud noise has been demonstrated to interfere with breeding of larger frog species, so with 24 hr construction activities producing noise and lighting at night, it is easy to see how the frogs may not feel secure enough for breeding to occur, that's if the water even reaches 22 degrees! If the RTA ponds are unsuitable for breeding the frogs may wish to look elsewhere, **this will be very difficult for them if the ponds are surrounded by frog exclusion fencing and if the additional ponds are also removed on the golf course the frogs will be left with nothing.** Further, as colonising species, if any frogs happen to be on the wrong side of the frog fencing than any hole in the ground that fills up with water after rain in the construction zone may become the new favourite hangout for the local frogs which would result in a stop work procedure should they be found on site.

Translocation rarely works

As for their mitigation measures, frogs are expected to be translocated off site, however this rarely works as frogs will often return directly to the place they are taken from. This is where the frog fencing hopes to prevent frogs from being injured or killed as they disperse over the construction site, but by confining them all to the one small area; it is really a double edged sword. WestCONnex have also suggested captive breeding to maintain stock of the frogs while works continue. This may be the only chance the frogs have, and only if it is done properly. As breeding may not occur while construction is happening, if captive breeding was done carefully and with the ongoing release of tadpoles on site over the years of construction it may be sufficient to see the population through, however it may result in a bunch of very well fed adults around the RTA ponds surviving on juveniles which could not disperse beyond the frog fencing. Only a breeding program that regularly supplements tadpoles over the years of the construction would help, a bulk tadpole release at the end of construction won't help as re-establishment of bell frogs in areas where they have been depleted in the past has not been shown to work. As bell frogs are rather easy to breed in captivity a captive stock can be and should be maintained over the course of the works.

Despite the mitigation measures proposed, this is really disaster for the Arncliffe bell frogs. If death by multiple causes is responsible for the bell frog decline across New South Wales, it is easy to see how death by multiple causes resulting from westCONnex may be the end for the bell frogs here too. The EIS also does a good job of downplaying the threat to the bell frogs, it highlights that there are several populations in Sydney without referring to the status of each one, it suggests the area of golf course to be developed is not as important to the frogs as it is, despite being the main area of dispersal and foraging habitat for the bell frogs it may also be an important additional breeding area. The EIS states that breeding has not occurred outside the RTA ponds since 2000, however this is untrue as I myself have recorded breeding in the golf course ponds as recently as 2009. Further no additional bell frog surveys, outside the scope of regular annual monitoring have been conducted to assess the population or better understand the population dynamics. In a delicate system like this, any interference could be disastrous, and the picture being painted by westCONnex for the frogs is exactly that.



Photo of Green and Golden Bell Frog mating on Kogarah Golf course – by Grant Webster

“The EIS states that breeding has not occurred outside the RTA ponds since 2000, however this is untrue as I myself have recorded breeding in the golf course ponds as recently as 2009.” Grant Webster, Scientist ¶

¶

Cooks River Castlereagh Ironbark Forest

Sydney’s native vegetation communities have been subjected to intense clearing in the last 200 years. Some of these unique communities include Sydney Blue Gum High Forest (>95% cleared), Cumberland Plain Woodland (94% cleared), Sydney Turpentine Ironbark Forest (95-99.5% cleared) and Shale Sandstone transition forest (>80% cleared). All of these communities are listed as endangered or critically endangered. Cooks River Castlereagh Ironbark Forest (CRCIF) is another one of these critically endangered Sydney vegetation communities, sitting on about 95% cleared. Sydney’s natural heritage is clearly very

threatened by ongoing development with so much of our native forest already gone to 'development' and expansion.

EIS underestimated impacts on critically endangered bushland

A small patch of CRCIF occurs in the westCONnex development footprint, 1.87 Ha of intact forest known as Beverly Grove Bushland. For the construction of the road 1.4 Ha of this forest is expected to be cleared. Although they note it is only a small amount of the total area of remnant CRCIF (about 0.1%) the impacts on this community are worse than implied.

What is interestingly omitted from the EIS is that fact that by reducing the size of Beverly Grove Bushland to 0.47 Ha it actually reduces the size of the patch to below 0.5 Ha, the critical size threshold for a patch of forest, meaning the remaining patch of bushland will no longer be considered CRCIF! They should state the total loss of extent of CRCIF will be 1.87 Ha. This also means the remaining bushland will not be entitled to the 'protection' of a critically endangered ecological community that it currently has.



Cooks River Iron Bark forest – EIS neglects to mention Westconnex will wipe out so much, the rest won't be regarded as worth labelling critically endangered

Drawing down of groundwater

More bad news for the local forest communities including the CRCIF is the drawdown of groundwater for the tunnelling associated with westCONnex. The EIS states that the vegetation communities may be dependent on groundwater and that with the reduction of groundwater certain plant species may be negatively affected especially in dry periods. However what the impacts of the reduction of groundwater on these communities will be is unclear.

Threatened Swamp Sclerophyll Forest also to go

In addition to the CRCIF to be cleared, a 1.82 Ha patch of threatened Swamp Sclerophyll forest (on Kogarah Golf Course) will also go, and a grand total of 10.8 Ha of vegetation (both native and exotic) is highlighted for clearing for this project. In the present context of climate change any clearing of vegetation without appropriate re-vegetation of another area is irresponsible, especially when the vegetation is being cleared for a carbon producing road!

Conclusion

The true biodiversity costs of this project are much greater than that presented by westCONnex, including the likely loss of the Arncliffe bell frog population and the practical loss of 100% of Beverly Grove CRCIF. In addition, the loss of Swamp Sclerophyll forest, hollow bearing trees, loss of foraging habitat for the threatened Grey-headed Flying Fox, loss of ecologically unassessed urban areas (private residences) and with the implications of climate change (both from construction and use of the road) the biodiversity costs of this project really begin to tally up. Along with the displacement of people and the expenditure of money (\$16.5 billion!), the environmental costs really should have us scratching our heads and asking “is it all really worth it?”

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Roslyn Rolli
[REDACTED]

Address:
[REDACTED]

Redfern, NSW
2016

Content:
I wish to make a submission strongly opposing the WestConnex St Peters Interchange.

The area is so congested already. When the traffic comes off the `super highway' it will come to a gridlock in the already busy and congested streets of Alexandria and Newtown. I cannot see this highway improving traffic in the inner city. It will bring more cars in faster than ever before.

Sydney Park is a haven for those of the inner city. Being surrounded by traffic noise and pollution will detract from the peace and quiet that one can gain from being in a park.

The government should be investing the money in improved public transport, providing more buses and increasing the frequency of buses, to encourage people to leave their cars at home and catch public transport.

My husband and I have been residents of the inner city for 20 years. We have recently purchased a lovely apartment on Euston Road for our retirement. If the traffic increases exponentially this will not be a place we will want to live. Apparently the trees are destined to be removed and the road widened. The traffic noise will be horrendous. This is unfair to any of the residents that live along Euston Road.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

29 January 2016

SUBMISSION
Opposition to the WestConnex M5 St Peters Interchange

I wish to make a submission strongly opposing the WestConnex St Peters Interchange.

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Signed
Roslyn & Walter Rolli

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Andrew Cowley
[Redacted]

Address:
[Redacted]

Erskineville, NSW
2043

Content:
I am a heavy user of Sydney Park for running and fitness. Especially doing laps around the outside. I have run literally hundreds of kilometers around the perimeter.

The shade of the trees along the Euston Rd and Campbell St sections of Sydney Park are a great relief from the heat while running and West Connex will not only result in the loss of those trees but of the ability to run (on the footpath of course) along those two streets in particular.

Running in and around Sydney Park is a part of my daily routine and the destruction of the southern end of the park would be a great loss to me as well the other daily joggers/walkers etc who use this area.

I also walk my dog daily in Sydney Park and prefer some of the quieter southern areas to the busy northern section. Any small loss of this wonderful park would be terrible for the local community.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

▪

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Priscilla Adey
[Redacted]

Address:
[Redacted]

Alexandria, NSW
2015

Content:

The proposed motorway is an example of retrograde planning.

1. It will encourage vehicular traffic to come into the city. BAD
2. The inner western suburbs of St. Peters, Newtown and Alexandria, are already burdened by traffic. It is undesirable to increase the traffic flow . Not only will it affect the residents and business owners in the area but the increased air contamination will be detrimental to everyone's health.
3. The proposal to remove trees onthe edge of Sydney Park is criminal. The park is a welcome refuge from the surrounding in a busy urban environemnt. It is unfair to deprive the local residents of this green space so that motorists can have a faster trip.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: David Connaghan
[Redacted]

Address:
[Redacted]

St Peters, NSW
2044

Content:
Submission is attached as PDF.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Project Number SSI 14_6788.
Submission on EIS for WestConnex.

The Secretary, NSW Department of Planning and Environment
GPO Box 39, Sydney NSW 2001

Friday 29th January 2016

I strongly object to this project, and the entire WestConnex of which this is a part. I ask that this proposal is rejected on the basis of this Environmental Impact Statement (EIS).

As a resident of St Peters, I am greatly concerned about, and I object to:

- The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees and other green spaces, including critically endangered forest. One of the proposed “construction sites” to be carved out of a large area of Sydney Park (outside of the road reservation area) puts it right next to the wetlands – polluting water quality, bird breeding areas and destroying local residents’ enjoyment of the park.
- Exposing the communities of St Peters and surrounding suburbs to increased pollution from WestConnex. Residents will be exposed to dangerous levels of pollutants and fine particulates. There is no safe level of fine particulate matter, yet this project will increase these pollutants around the St Peters interchange.
- The noise, dust, traffic and pollution our children of the schools (such as St Peters Public School and Camdenville Public School) and childcare centres along the route would be exposed to if this project is built.
- The failure to seriously consider the long-term impact of WestConnex on increased carbon emissions.
- The threat posed by the new M5 to biodiversity and endangered species, including the endangered Green and Golden Bell Frog.
- The huge impact the project’s construction will have on local residents, businesses and schools. In my suburb of St Peters alone, 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, toxic materials, and more.
- No consultation with local businesses which would be destroyed by the traffic and/or the construction impacts of WestConnex.
- The compulsory acquisition of so many homes and businesses, and the impact on people in the affected communities.
- WestConnex’s failure to assess and handle asbestos correctly – I have watched large amounts removed in trucks ahead of this EIS from the Alexandria Landfill site and transported past houses in tiny local streets on its way through inner Sydney out to the western suburbs.

- The St Peters interchange and the huge amounts of extra traffic it will funnel into local streets of St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville. The increases in traffic in these areas that will result from induced demand and drivers doing “rat runs” through local streets to avoid paying tolls on the current M5 and new M5.
- There are no alternatives to WestConnex being considered that would be a more efficient, safer and more socially responsible investment of \$16.8 billion – ie. public transport, effective road management, better transport connections, employment opportunities in Sydney’s west.
- This project will make residents of western and south-west Sydney pay huge tolls and depend on cars more. It fails to provide long-term traffic solutions and employment opportunities in these areas.

There are socially and environmentally responsible, and more economical, alternatives to WestConnex that need to and should be developed. For the sake of Sydney’s social, economic, health and environmental future WestConnex should not go ahead, and other intelligent infrastructure and development options need to be conceptualised and created.

I expect you to publish this submission and send me a written response to my objections.

David Connaghan


17 Brown Street, St Peters NSW 2044

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: NICOLE BALMER
[Redacted]

Address:
[Redacted]

Alexandria, NSW
2015

Content:
To Whom it may concern,

Sydney Park provides great amenity to 1000s of people in the area and beyond. WestConnex will destroy this amenity.

First, the park provides much needed green space in an area that becomes ever more densely populated. The green space improves physical and mental health and provides a meeting space for the community. This is public park land it should not be reduced to build a motorway.

The placement of the expanded WestConnex exit roads and flyovers next to the park will create noise and particulate pollution. This will make the park and unpleasant place to visit.

The ventilation outlets from the tunnels will pollute the air of thousands of local residents and visitors to the park.

The huge increase in traffic to the surrounding suburbs will reduce the amenity of all residents. It will bring gridlocked traffic, and increase noise and particulate pollution. It will be disastrous for local businesses making it harder for potential customers to stop and shop.

The exit routes out of westconnex for this traffic is badly planned and will result in a huge problem for all the surrounding suburbs.

I strongly object to the construction of the westconnex, tunnels, flyovers, and exit roads around Sydney Park, St Peters , Euston Road and King Street

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

[REDACTED]

▪

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Jason Longmore
[Redacted]

Address:
[Redacted]

Newtown, NSW
2042

Content:

As a resident of Lord Street, Newtown; I am extremely concerned about the impact of the Westconnex on the local community, the environment and its amenity. Specifically, I am concerned about:

- 1) Entry / exit points for the new spaghetti junction at St Peters
Motorway traffic will be funnelled on/off local streets and roads that are already clogged with traffic at peak times and at weekends. The extra traffic generated by the motorway will make the situation worse, specifically on Edgeware Rd, King St Newtown and Euston Rd. Consideration must be given to the effects of motorway traffic on local streets and roads.
- 2) Destruction of parts of Sydney Park.
It is disgraceful that parts of Sydney Park will be carved up to make way for the new motorway, especially along Euston Rd and Campbell Rd where there will also be a significant loss of trees. These trees should be protected by redirecting the motorway further east towards the Alexandria Canal or beyond. The park must be protected.
- 3) Concentration of vehicle emissions
It is well known that motor vehicle emissions are the cause of respiratory health problems. This motorway will intensify emissions in the inner west, especially from exhaust stacks resulting in poor health prospects for residents living in the area. This health aspect must be taken into consideration.
- 4) Lack of a business case
The business case for the Westconnex has not been established and is shrouded in secrecy. This is not the way to run the state. The way our tax dollars are spent should be open to the highest level of scrutiny. The Westconnex must not proceed unless a clear and positive business case has been presented.

[Redacted]

[Redacted]

[Redacted]

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[REDACTED]

F [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Wollie Creek Preservation Society Company
 Organisation: Wollie Creek Preservation Society (President)
 Govt. Agency: No

[REDACTED]

Address:

[REDACTED]

Earlwood, NSW
 2206

Content:

The submission from the Wollie Creek Preservation Society is uploaded below in PDF format.

Why is something (typing) in this field required if I am uploading a file in PDF format as advised I can. It clearly says that "a submission can be either typed in the column below or uploaded". Yet when initially I uploaded without typing anything in this column and then clicked submit, I was given the information "This field is required" pointing to this column.

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[REDACTED]

[REDACTED]

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[REDACTED]

Wolli Creek Preservation Society Inc.

PO Box 270 Earlwood NSW 2206 • info@wollicreek.org.au • www.wollicreek.org.au



Re Westconnex New M5 SSI 14_ 6788
NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attn: Secretary, Department of Planning and Environment

Submission in response to Westconnex New M5 Environmental Impact Statement (AECOM 2015): Project application no. SSI I4_6788

The Wolli Creek Preservation Society aims to ensure the preservation of the natural and cultural heritage of the Wolli Creek Valley, its tributaries, associated corridors and their ecological communities, and the ecologically sensitive restoration, expansion and maintenance of these areas. The Society **objects** to the **WestConnex New M5** based on analysis of the information provided in the EIS. We have taken a wide view of this project, and object to its impacts on a broad area within Sydney, in addition to specific impacts in the Wolli and Bardwell Valleys.

Specifically, our objections are as follows:

TERMS OF REFERENCE

We contend that the EIS has failed to be an analysis of the WestConnex New M5. Instead, the document presents as an advertisement for the New M5 and associated road works rather than as a critical examination of the environmental impacts of the project. Parts of the proposed project are described only with subjective, conditional language such as "where feasible" not providing any meaningful detail, and implying no requirement to meet objective standards. Some results are provided in context whilst others are provided as numbers without a context, and yet others are essentially lists of things that have not yet been surveyed or planned. As such we contend that the project has not had a meaningful EIS conducted or published.

TIME ALLOWED FOR COMMENT

We object to the period allowed for comment on the EIS. This time frame is grossly inadequate for a document of this length, and the size and complexity of the task involved in reviewing in excess of 7000 pages. This period includes many public holidays, together with a long shut-down period for administrators of the WestConnex project, adding further difficulties within an already short time period. There has been a delay in obtaining additional

information from the project proponents, in part because the USBs made available did not contain the complete EIS (in particular the Appendices), in part as we have had to wait for a response while the WestConnex office was shut over the Christmas break, and in part because of inefficiencies in making the additional information available. We object to the inadequate community information process involved regarding the EIS for the New M5

IMPACTS ON BIODIVERSITY

The EIS underestimates and understates the very negative biodiversity impacts of the New M5, which we object to. Specifically this occurs in the following areas:

FLORA

Clearance of Critically Endangered Cooks River Castlereagh Ironbark Forest (CRCIF) - also referred to in EIS documentation as the Plant Community Type Broad-leaved Ironbark *Melaleuca decora* shrubby open forest on the Clay Soils of the Cumberland Plain, Sydney Basin Bioregion.

Significant environmental impacts upon 1.87 ha of Critically Endangered Cooks River Castlereagh Ironbark Forest **urgently require further consideration** by the NSW Office of Environment and Heritage because they are not adequately addressed in the EIS. The EIS fails to identify the very high conservation significance of this bushland stated in previous management reports (NGH environmental 2014, Gibson and Miller 1997). This bushland is critical to the survival of Cooks River Castlereagh Ironbark Forest under size, condition and location diagnostics listed in Conservation Advice under Federal Environmental Legislation (TSSC 2015).

In summary, the key concerns we have with this EIS document in relation to this remnant are;

- This bushland is in a condition class that is classified as critical for the survival of this Endangered Ecological Community under Conservation Advice listed by the Federal Department of the Environment.
- Clearing 1.4 ha from a 1.87 ha bushland remnant leaves a small patch of CRCIF that will be significantly impacted and requires further consideration and/or purchase of additional BioBanking credits to offset significant impacts.
- RMS must have a clear contingency plan if 'like for like' BioBanking credits are unavailable to offset the clearing of this Critically Endangered Ecological Community. Destruction of the bushland appears to be scheduled for mid 2016. Even under the dubious arrangements of the BioBanking scheme, this vegetation cannot be cleared until appropriate credits are secured, but the EIS has not indicated that complying credits are genuinely available, let alone secured.

- The EIS fails to acknowledge this site is already 'offset' for the impacts of the original M5 Motorway. Clearing the offset area means the original impacts are no longer 'offset' – and a condition of approval of the original M5 is no longer met. Additional BioBanking credits must be secured to cover the loss of bushland cleared for the original M5 project.

Given the possibility that complying offset credits may not be available, that effectively 1.87 ha of bushland will be impacted, and that the site in question is already an offset for previous clearing, alternative locations for the construction compound must be found.

It is unacceptable to have this irreversible impact on a Critically Endangered Ecological Community for the short-term provision of a construction compound. These impacts require further consideration before this development receives project approval.

1. This remnant is considered critical for the survival of this Endangered Ecological Community.

The good condition, size and geographical location of this bushland remnant qualify it for protection as **critical for the survival** of this Critically Endangered Ecological Community.

The ecological value of the site was assessed in 1997, and the consultants report describes the bushland as having **high botanical integrity**, only weed-affected at edges, with a **relatively weed-free** core area.

“The conservation value of this site is very high and all care needs to be taken during motorway construction to avoid physical damage.” (Gibson and Miller, 1997).

This bushland remnant has been **managed for conservation** by RMS in accordance with the environmental approval conditions for the M5 East motorway (RTA 2006, approval condition 86). A more recent management plan reinforced the good condition and ecological viability of this bushland under RMS management (NGH Environmental 2014).

We refer to the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) (s266B) Approved Conservation Advice (including listing advice) for Cooks River/Castlereagh Ironbark Forest of the Sydney Basin Bioregion (TSSC 2015).

“National listing focuses legal protection on remaining patches of the ecological community that are most functional, relatively natural (as described by the ‘Description’) and in relatively good condition.” (TSSC 2015, Page 6).

*“Given reduced extent of the already limited distribution of the Cooks River/Castlereagh Ironbark Forest, areas that meet the minimum (moderate class) condition thresholds are **considered critical to the survival** of the*

ecological community.” (TSSC 2015, Page 10).

The Approved Conservation Advice for this CEEC states bushland areas meeting the moderate class condition thresholds are considered **critical for the survival** of this community.

The Beverly Grove bushland remnant is clearly of moderate-high condition given the criteria and diagnostics provided in the Approved Conservation Advice for this CEEC (see Table 1 attached). Based upon the previous environmental assessment the remnant is largely weed-free, and it is greater than 0.5 ha in area, and it is east of Riverstone. If the understory is >70% native species then it is a remnant of **high condition** and therefore should be considered critical habitat for this community.

In addition to this, the combined remnant bushland area of 1.87 ha makes this one of the **larger** remaining stands of Cooks River/Castlereagh Ironbark Forest, almost all patches (83%) have an area of less than 10 ha (Tozer et al 2010). This is the only remaining patch in the Wollie Creek Valley (NGH Environmental 2014). It therefore has high conservation value because of its **geographical location** in the eastern part of the range for this CEEC.

2. The EIS document claims the indirect impacts upon a remaining patch of CRCIF will not be ‘significant’ despite the inevitable loss of gene flow once the nearby larger patch is removed combined with changes to the groundwater table.

The EIS Biodiversity Assessment Report states on page 77 that the isolation of this remnant will reduce its ecological integrity and on page 82 that changes to the groundwater table would stress remaining vegetation, yet erroneously these indirect impacts of clearing are considered to result in ‘insignificant’ indirect impacts on remaining CRCIF in the study area (Eco Logical 2015 (a)). Clearly there will be significant environmental impacts upon the entire 1.87 ha of CRCIF affected by the proposed surface works.

“The project has the potential to result in fragmentation and isolation of remnant native vegetation. Clearing of the Cooks River / Castlereagh Ironbark Forest at the western surface works area would increase fragmentation and isolation of the remaining patch. The impacts of fragmentation increase in edge effects, alteration of light penetration into the patch, increase edge to area ratio and weed invasion. The overall impact of these actions would be to reduce the ecological integrity of the remaining patch.” (Eco Logical 2015 (a) p. 77)

“If vegetation is not cleared, lowering of groundwater table may stress community.” (Eco Logical 2015 (a) p. 82)

The isolation caused by clearing the only nearby remnant of this Plant Community Type in addition to groundwater table changes could mean the effective loss of 1.87 ha of this Endangered Ecological Community.

This process of dividing and removing fragments piece by piece leads to their eventual extinction across the landscape. This vegetation type has already been 95% cleared in the Sydney Metropolitan CMA (Eco Logical 2015 (a)).

Land clearing is listed as a key threatening process for this critically endangered ecological community (TSSC 2015). The Westconnex New M5 proposal must be modified to ensure the project does not contribute to this key threatening process through the permanent loss of a high conservation value remnant of this CEEC.

3. Omission of a contingency plan if 'like for like' BioBanking credits are not available for purchase to offset the clearing of this Critically Endangered Ecological Community.

The New M5 EIS Biodiversity Offset Strategy acknowledges NSW Roads and Maritime Services has been looking for BioBanking credits to purchase to offset the loss of this remnant for over 12 months (Eco Logical 2015 (b) p. 14).

Until BioBanking credits are secured, the impacts of clearing this vegetation have not been 'offset'. Critically, a 'like for like' plant community exchange may not be possible. This is a test of the BioBanking legislation in practice - BioBanking should protect areas of highest conservation significance where no similar bushland remains.

Potential offset areas may be located far from the site of the existing remnant; this project will effectively reduce the geographical extent of this Critically Endangered Ecological Community. The remnant lost will be a relatively large remnant located at the Eastern limit of the distribution of CRCIF.

In the absence of a nearby 'like for like' site secured in perpetuity, this vegetation must not be cleared, and it cannot be considered that the environmental impacts of clearing this vegetation have been adequately addressed.

The NSW Biodiversity Offsets policy (OEH, 2014) imposes stringent restrictions on the use of offsets for Critically Endangered Ecological Communities. There must be a 'like for like' offset and there should be **further consideration** by decision-makers even if an offset is found (p.18, OEH 2014). It is highly unlikely a 'like for like' offset for this bushland remnant can be located near the existing remnant, because it is the only remnant of this size in high condition in the locality. We insist that the project not proceed with this particular impact in place

4. This EIS omits acknowledgement that the site to be cleared is already an 'offset' for the impacts of the original M5 Motorway.

The New M5 EIS does not acknowledge the 1.4 ha of Critically Endangered CCRIF to be cleared is an offset from the first M5, to be managed for conservation in accordance with approvals outlined in 2006. If this area is

cleared then the impacts from the original development have no longer been 'offset'.

NSW RMS must secure additional BioBanking Credits to offset the impacts for which this remnant was originally set aside for conservation management as a condition of approval for constructing the M5 East Motorway.

NSW Roads and Maritime Services has **managed this site for conservation** in accordance with the environmental approval conditions for the M5 East motorway (RTA 2006, approval condition 86). The WestConnex Delivery Authority described Beverly Grove as "...a biodiversity offset area which was set aside during the initial construction of the M5 East Motorway" (AECOM 2014 p. 41). This bushland was set aside during the initial construction because of its **high conservation value**.

If we cannot guarantee the protection of biodiversity offsets of high conservation value from previous developments then the credibility of the offset approach to impact mitigation is seriously compromised. Without protection in perpetuity offsets will gradually be eroded and the extinction of ecological communities in urban areas is inevitable. We cannot continue to justify the clearing of remnant communities of high conservation by declaring areas of lower value further away to be managed as 'biodiversity offsets' unless these offsets have meaningful legislative protection.

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<p>A. Moderate condition class</p> <p>Represented by medium to large-size patch as part of a larger native vegetation remnant and/or with mature trees</p>	<p>Patch size >0.5 ha (Patch size >0.1 ha in areas east of Riverstone (150° 51' 38"E))</p> <p>And</p> <p>>30% of the perennial understorey vegetation cover is made up of native species.</p> <p>And</p> <p>The patch is contiguous with a native vegetation remnant (any native vegetation where cover in each layer present is dominated by native species) >1ha in area.</p> <p>Or</p> <p>The patch has at least one tree with hollows or at least one large locally indigenous tree (>80 cm dbh).</p>
<p>B. Moderate condition class</p> <p>Represented by medium to large size patch with high quality native understorey</p>	<p>Patch size >0.5 ha (Patch size >0.1 ha in areas east of Riverstone (150° 51' 38"E))</p> <p>And</p> <p>>50% of the perennial understorey vegetation cover is made up of native species.</p>
<p>C. High condition class</p> <p>Represented by medium to large size patch with very high quality native understorey</p>	<p>Patch size >0.5 ha</p> <p>And</p> <p>>70% of the perennial understorey vegetation cover is made up of native species.</p>

<p>D. High condition class</p> <p>Represented by large size patch with high quality native understorey</p>	<p>Patch size >2 ha</p> <p>And</p> <p>>50% of the perennial understorey vegetation cover is made up of native species.</p>
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Table 1. Thresholds for condition categories for Cooks River/ Castlereagh Ironbark Forest. (TSSC 2015)

FAUNA

Wildlife Connectivity and Habitat Fragmentation (Vol. 2H Appendix G of Appendix S 6.4.3 p. 77) and **Fragmentation and Isolation** (6.4.4 p. 77)

The EIS acknowledges that clearing of the Cooks River Castlereagh Ironbark Forest (CRCIF) remnant at the western surface works area would increase fragmentation and isolation of the native vegetation, yet dismisses this impact on the grounds that *“the surrounding habitat is urbanized, with native vegetation limited to relatively small and highly modified patches with a high perimeter to area ratio and limited connectivity with any larger patches”*. This description could in fact apply to much of Sydney’s remaining urban bushland.

It is not a justification for destruction, and indeed the rarity of urban bushland per se in Sydney, whether an EEC or not, and the habitat provided by it for native fauna is cause for protection and restoration. The EIS fails to recognize and acknowledge the connectivity with the larger Wolli valley bushland to the east, which the current M5 linear park with its many native plantings (required and created as part of the initial M5E project) has been providing - connectivity now proposed to be destroyed. *“Relatively”* small patch remnants are also still capable of supporting significant populations of native fauna, such as invertebrates, reptiles and birds, and can be viewed as important ‘stepping stones’ for wildlife – especially important for bird species undertaking cross-city migrations. The EIS fails to recognize this widely accepted function of relatively small remnants.

Grey-headed Flying-fox (GHFF)

Understating of foraging habitat:

The EIS fails to accurately quantify the amount of potential foraging habitat for the GHFF to be impacted. The total area to be impacted has been underestimated. The EIS identifies a total of 10.76 hectares of potential foraging habitat is to be removed (Chpt. 21 p. 202), which is further described as *“a relatively small area.”* Some of this total includes the 1.4 hectares of bushland at Beverly Grove (CRCIF), 1.82 hectares at Kogarah Golf Course (Paperbark Swamp Sclerophyll Forest) and 0.9 hectares of Angophora-Red Bloodwood-Sydney Peppermint heathy open forest at Bexley Rd. The remaining 7.5 hectares cannot be an accurate figure of foraging habitat affected when all the

areas indicated as “*Urban Exotic and Native vegetation*” in the legends of Maps 1-65 of Appendix C within Appendix S (Vol. 2H) (areas of vegetation to be removed) are accounted for. These areas include canopy trees (eg Eucalyptus trees of a flowering age) and such areas should not have been excluded from calculations.

Nor is the potential indirect effect of ground water draw-down on (and possible morbidity of) vegetation in the 3.5 hectare Stotts Reserve (Vol. 2H Appendix G of Appendix S p. 83, & also Chpt. 21, Table 21-10) included in such putative quantitative impacts on foraging habitat. Given this under-estimate it cannot be asserted with any degree of confidence, as the EIS does, (Appendix G within Appendix S p.77) that “*The direct impacts to this potential foraging habitat are unlikely to present a significant adverse impact to this species*”

In the Impact Summary (Chpt 7. Appendix G of Appendix S) it’s asserted in 7.1 that the *Smooth-Barked Apple-Red Bloodwood-Sydney Peppermint heathy open forest on slopes of dry sandstone gullies of western and southern Sydney (PCT 1181/BVT ME029)* remnant at Bexley Rd. is an area not requiring assessment or offsets, as “*it is not associated with threatened species habitat*”. However the canopy species are species that are used as food resources for Grey-headed Flying-foxes. Further, also at the same site at Bexley Rd., in close proximity to PCT 1181/BVT ME029) and also indicated to be removed, is a vegetated area shown on Map 20 (Appendix G of Appendix S: page 223) as “*Urban Exotic and Native*” which contains further foraging habitat for the Grey-headed Flying-fox. This has similarly not been identified as foraging habitat for this threatened species. This particular vegetated area, one that has been revegetated/reconstructed using local, Wollie Valley provenance native species as a result of negotiation between then RTA environment staff and The Wollie Creek Preservation Society, includes a number of Melaleuca trees (of flowering age); another favoured food tree of the Grey-headed Flying-fox.

Further down-playing of the area and significance of foraging habitat and impacts upon it occurs on page 203 of Appendix G, when consideration is given to whether there is foraging habitat to be removed which meets the definition of “*habitat critical to the survival of the species*”, and if so, the significance of the impacts of its removal. With reference to the Gordon camp as a camp with a population greater than 30,000 Flying-foxes, the EIS asserts (p. 203) that “*while habitat critical to the survival of the species would be removed, the impacts are not expected to be significant in the context of the area of habitat available.*” No quantitative evidence, or relevant studies are cited to support this ‘*expectation*’.

Moreover, the EIS fails to address impacts for the far closer camp at Centennial Park. The permanent camp at Centennial Park, which has also had greater than 30,000 Grey-headed Flying-foxes present (eg in March 2014 there were in excess of 42,000; S. Amesbury pers. comm. April 2014) has not been considered, yet it is much closer to the project site boundaries and GHFF would be expected as a first preference to feed at suitable locations

closer to their camp, and so conserve energy. These closer, suitable locations would include vegetation areas within the project site boundaries proposed to be removed. Being forced to fly further within their nightly range to access food resources increases energy use, and can consequently place them in danger of increased negative encounters – eg collisions, conflict with humans over orchard fruit, and associated net entanglement. For females carrying pups the danger of electrocution on power lines when tired mothers attempt to rest is real and would be increased with extra flying distance to access food.

Inadequate information regarding mitigation measures:

There is no detail concerning mitigation of impacts associated with the removal of foraging habitat for the Grey-headed Flying-fox, other than mention in Appendix G, 6.6.2 (*p. 85 Native vegetation management*), of a Flora and Fauna Management Plan. The EIS states what such a Plan should contain; *“The Plan should also outline the planting of native trees, and other vegetation should as far as practicable include habitat species suitable for foraging of a range of fauna, including the Grey-headed Flying-fox.”*

However, such a Plan is not evident within the EIS documents. In the absence of this Plan, no scrutiny as to its merits, nor any informed comment on it, is possible. This Plan should have been available as part of the EIS documents. Similarly, while mention is made of a Nest box management plan (6.6 *Mitigation Measures*) to address the loss of habitat hollows where hollow-bearing trees are to be removed, no such plan is contained within the EIS documents.

Green and Golden Bell Frog (GGBF)

Down-playing of impacts

The direct and indirect impacts of the New M5 on the ‘Key Population’ of Green and Golden Bell Frogs located at the Kogarah Golf Course at Arncliffe, pose a significant risk and likely extinction of that population via injury, mortality, and reduction in the area and quality of foraging, sheltering, and breeding habitat.

The EIS downplays the importance for the GGBF of the area on the Golf course that is to be destroyed for the New M5 yet at the same time acknowledges (Appendix G, p. 198) that *“The proposed works are likely to result in a decrease in the viability of the Green and Golden Bell Frog local population due to a large portion of foraging, dispersal and sheltering habitat being removed”*. This 7 ha. area is the main area of dispersal, sheltering, and foraging habitat, and an independent expert consultant has confirmed it to be an important additional potential breeding area. Removal of this area will place further strain on the ‘compensatory’ habitat created as a requirement for approval of the earlier M5E project. The remaining compensatory ‘RTA ponds’ as they are commonly called, immediately adjacent to the massive construction works, will be impacted by dust, noise, vibration, lighting, and shading (and, with the latter, pond water temperature).

This combination will seriously jeopardise their habitat value, including as a breeding site. The quality of these ponds as habitat has already declined over the 15 years of their existence, and reports prepared by the RMS's own consultant biologist (Dr. White) as to poor breeding success in recent years could suggest they may no longer be functionally suitable breeding habitat. What is needed is a demonstrable reversal of the decline of both this apparent habitat degradation, and the possibly associated decline in breeding rather than the destruction of the current golf course habitat. The EIS does not really indicate any plan (including within the Green and Golden Bell Frog Plan of Management in Appendix K) to ensure this reversal, particularly within a time frame that will ensure that the species does not go extinct in this location.

The Green and Golden Bell Frog species was recently reviewed by the NSW OEH 'Saving our Species' program expert review panel, which concluded that the GGBF was continuing to decline across most of its small number of areas of distribution in NSW. This highlights the increased importance of the population at Arncliffe. The EIS however, also down-plays the threats to and the importance of this population by noting the existence of other Sydney populations without also indicating the status of each of these populations.

Other expert government programs/plans related to the GGBF that the New M5 project is in direct conflict with include the Green and Golden Bell Frog Recovery Plan, and the NSW Government's OEH-endorsed Arncliffe-Lower Cooks River GGBF Population Management Plan.

Methodology: shortcomings in field surveys and assessments

Field surveys for the GGBF were not carried out as part of the Biodiversity assessment carried out by Eco Logical for the EIS. Table 15 (P.51) *List of Candidate species and Second Filtering Step (for threatened species)* states that "Targeted surveys for the species (Green and Golden Bell Frog) were not undertaken during the survey period... Annual monitoring reports (Biosphere 2015) from known habitats for the species within the study area were used to assess the presence of the species and suitable habitat".

It is a shortcoming of the Biodiversity surveying and assessment process for the EIS that no additional surveying and assessment in relation to the GGBF was done by Eco Logical as part of the overall 12 days of surveys between November 2014 and May 2015, and on June 5, 2015 (with the latter being the Aquatic survey) (2.2.2 Table 3: *Survey Effort*). Moreover, the single aquatic survey and assessment process (June 5), which may have had the potential to report possible incidental detection of GGBF, was however, conducted at the beginning of winter from 8 am to 5pm on a day of zero rainfall and with the lowest maximum and minimum temperatures recorded across the 12 surveys. Section 2.2.1 (p. 18) of the *Aquatic assessment*, also states that no access on to the Kogarah Golf Course was available. All of these factors would have acted against any even incidental detection of GGBF's. So further, additional verification and reporting of the GGBF population, including any breeding activity, and identification of potential impacts is not available via surveys conducted for the EIS.

Inadequate and high risk protective and mitigation measures

Frog exclusion fencing. Even if this actually works in preventing frog dispersal into the construction zone and certain death, it also poses a real risk of trapping the frogs within a no longer suitable breeding site (see above). There will be no place left to breed, nor to disperse to for survival. Physical prevention of the dispersion of such a widely dispersing species also carries the likelihood of increased cannibalism amongst the population.

Translocation: This is a very high-risk strategy with a rare success rate. The functionality of any recipient habitat site should be demonstrated **before** any approval to carry out activities that will impact upon/destroy the current habitat. This means it must be proven, in accordance with the NSW GGBF EIA Guidelines, that the habitat to which the frogs are to be translocated is capable of supporting two complete life cycles (not just two breeding events), without any supplementation by captive-bred frogs. The EIS does not indicate any plan to follow this process.

Captive Breeding: This is a 'last chance' strategy. Re-introduction of captive-bred animals is only effective if this is done regularly (ie. to supplement) **during** the course of construction, not after construction when depletion has already occurred.

The GGBF population across NSW and Victoria has experienced “a widespread yet unexplained contraction in south-eastern Australia” (Hamer et al., 2002). Based on this lack of scientific explanation for the growing disappearance of the GGBF throughout its range, we consider it impossible that the GGBF population at the Kogarah Golf Course could be maintained by any mitigating actions after the New M5 construction was completed, in particular considering the amount of their golf course habitat that will be destroyed.

It has been best practice to create offset areas where needed in order to protect any species, threatened or not (Pickett et al., 2013). The GGBF population in particular would require a disproportionately large offset area to ensure its survival at the site (Pickett et al., 2013). Therefore it appears impossible to maintain the GGBF population at its current level, even if mitigation activities should include offset areas.

Although the GGBF is said to have the ability to disperse over longer distances and to find new breeding habitats, its decline has to date remained largely a mystery. The species is said to have disappeared from about 80% of its original habitat range and research shows that the protection of local populations is important in order to halt further decline (Burns, 2004). Changes to habitat and its loss are amongst the reasons noted for the decline of species (Pickett et al., 2013). Considering the habitat requirements of the species described above and the planned destruction of habitat, the remaining habitat would clearly be insufficient to prevent the GGBF population at Kogarah Golf Course from being severely impacted by the New M5 and possibly driven to extinction.

In addition to the likely significant negative impact of the New M5 on the Arncliffe GGBF population, this negative impact is highly likely to remain permanent, should the proposed F6 component of Westconnex be constructed. Considering the added pressure on the GGBF habitat by the proposed F6 project, it is clear that mitigation measures will be insufficient to protect the population, because the GGBF population would be under severe stress for years to come. Construction of both the M5 and F6, would likely impact on the GGBF population significantly, to the extent that the Arncliffe population may not survive. These cumulative impacts are not adequately addressed in relation to the GGBF in the EIS for the New M5.

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TRAFFIC MODELLING

We object to much of the traffic data presented. The operational or network performance modelling was conducted using Paramics software yet there is no information about who ran this software, nor what the limitations of the software are. The input data to the WestConnex model was provided by government agencies and therefore it is not clear that they are suitably independent. This data, (to do with population, employment, road, rail etc. networks, tolls, induced traffic, land use) is all from the Strategic Transport Model (STM). The STM is managed by the Bureau of Transport Statistics. The Bureau of Transport Statistics lies within the Planning and Programs Division of Transport for NSW.

All traffic modelling should consider errors in inputs and provide error estimates of the outputs, yet this has not been done. No error bars are provided.

The traffic modelling and results are too confined in area and do not report on the impact of thousands of additional cars on the city centre.

AIR QUALITY

We object to the three, unfiltered emissions stacks proposed for Kingsgrove, Arncliffe and St Peters. The densely populated suburbs of Wolli Creek and Arncliffe, already affected by the unfiltered M5 stack at Turrella, will now additionally be affected by the new stack on the Kogarah Golf Course. The planners of the road admit that any new developments proposed after the stacks are built will need to carefully assess where the exhaust pollutants are going because they currently do not know.

The stacks are unfiltered yet more and more pollutants are diesel particles, which in 2012 were upgraded by the World Health Organisation to the highest cancer warning level because they are particularly dangerous for the lungs of growing children.

Furthermore, the impact of Ultrafine particulates (0.1 microgram) is not considered at all yet these are believed to have several more aggressive health implications than those classes of larger particulates.

SOCIAL AND ECONOMIC IMPACTS

We object to the project on the grounds that many of the communities the project is being built for did not list it as a priority. A review of the different Councils' strategic planning documents undertaken to identify the values and aspirations specific to each community, did not include the construction of large roads. Instead, the priorities that were listed included "high quality public transport" (Sydney LGA); "clean streets, open space" (Botany LGA); and the protection of the natural environment (Canterbury LGA).

We are concerned about the disruption of community and social cohesion due to the intrusion of road infrastructure into well established and socially integrated suburban areas. The project will remove valuable social amenity for residents of Beverly Hills, Kingsgrove and Bexley North through the removal of the current M5 Linear Park green open space and landscaped vegetated buffer zones. Additionally, residents will be subjected to multiple heavy truck movements, dust, noise and vibration occurring within these formerly green open spaces as well as local streets. This will exacerbate the loss of this amenity. Pedestrian and cycling access, and links between residential areas will be severed during construction, and, post construction, the reconstructed and considerably longer pedestrian/cycle access tunnels under the toll road present safety concerns.

Areas of St Peters around Campbell St, Unwins Bridge Rd and May St will be greatly disrupted by the expansion of local roads to accommodate the additional motorway traffic generated by the New M5.

PROPERTY AND HERITAGE IMPACTS

We object to the destruction of property and heritage caused by the construction of the road. The New M5 will result in the loss of 48 residential

properties and the destruction of significant and irreplaceable heritage items. What is euphemistically described in the executive summary as “works to enhance and upgrade local streets and intersections near the St Peters interchange” in fact refers to the demolition of private homes, destruction of heritage listed items, removal of public open space and disruption of an established community to make way for a motorway interchange.

We object to the road that will bring new vehicles into city centres without considering where these vehicles will be parked. By 2031, the New M5 is predicted to accommodate 81,500 vehicles per day, which will require many new carparks to be built on land better suited to residential development.

We object to the location of the road being determined and documented without consulting with local communities. A landscape and design consultation process with locals is proposed for the future yet the plans have already been drawn up.

IMPACTS ON PUBLIC TRANSPORT USAGE

We object to the superficial analysis of the impact of the road on public transport. The project does not consider how people may elect to use private motor vehicles to travel rather than public transport once the new M5 is constructed. This would reduce patronage of public transport that could make services unviable and encourage people to become more sedentary therefore leading to poor health outcomes.

ENVIRONMENTAL RISKS ASSOCIATED WITH USING LANDFILL SITE

The Landfill Closure Management Plan (LCMP) identifies serious levels of contamination at the Alexandria landfill site. There are major environmental concerns with redeveloping this site for the proposed St Peters interchange but the LCMP included in the present EIS (appendix F) does not address these. The document states that the “LCMP does not document construction and/or environmental management protocols associated with the future construction and development of the St Peters interchange.” This is a major project risk and a serious shortcoming in the EIS that ought to be addressed.

BLASTING

We object to leaving consideration of the scope, method and impact of Blasting, a significant and potentially dangerous process, to the post-approval stage. The blasting will need to be carried out along the length of the tunnel alignment during excavation and will affect a great many communities.

NOISE AND VIBRATION

The EIS information concerning both noise and vibration indicates significant, unacceptable impacts upon residents in the vicinity of most surface works. While claiming that noise has been “*minimised*”, the EIS acknowledges that

noise levels will **still exceed stated guidelines**; “Construction noise levels would exceed the criteria in most of the noise catchment areas for work activities undertaken during earthworks, demolition of existing structures, site establishment road tie-ins and road and intersection modifications. The most affected receivers are located at both the western surface works (NCA19 and NCA23” and St Peters interchange (NCA 6 and NCA 7).

It is also not acceptable that affected residents will only be kept “pro-actively informed of likely timing and impacts of noisy activities” (p.ix)

While “timing” may be a straightforward, objective process, impacts are quite subjective and will in any case be different for each receiver, so not susceptible to ‘a one size fits all’ process.

Merely informing, whether pro-actively or not, is not sufficient. There is an absence of any mitigation and compensatory measures such as provision of alternative, suitable temporary accommodation to all within the noise catchment areas.

Page xii regarding “Operational noise” uses the phrase “where feasible and reasonable”, a phrase of empty ‘weasel words’ which usually means ‘do nothing if it will require effort or cost to the contractor’. Who exactly decides what constitutes “feasible and reasonable” and who determines this?

Similar unacceptable impacts and a deficient response applies to vibration levels predicted to be experienced by residential properties and their occupants, particularly overnight when people are in need of adequate sleep to maintain their health. And similar mitigation and compensatory measures are absent from any consideration in the EIS.

SOIL AND WATER

Soil disposal sites are indicated in *Table 9-39 (p.9-114)*. It is implied but not made explicit that some of these sites will require separate planning approval. In failing to disclose which sites will require approval, and which sites will not, the EIS is failing to inform the public and precluding public discussion.

Chapter 9 also fails to address potential impacts upon the natural environment resulting from soil disposal.

DOCUMENTATION

We object to the artist’s impressions of various views of the proposed road and adjacent infrastructure because they are unrealistic and deliberately misleading. Many of the views show how the new infrastructure would appear from above, and from inside a low flying aircraft. This causes the top of the new stacks to appear blended into the urban environment. If they had been realistically presented from a pedestrian’s perspective, the stacks would tower over the environment, reach into the sky and dominate the landscape. In addition, when views are presented from a pedestrian’s perspective, trees are shown unnaturally high and deliberately placed, screening even the tall stacks from view. The picture below is of the new stack at Kingsgrove yet it is concealed behind already mature trees.



IN SUMMARY

Based on the information available in the New M5 EIS we have several substantial objections to the New M5 as proposed. In addition we object to the style of the information made available, the way in which all aspects (such as all the Appendices) of the EIS were made difficult to obtain, and the short time period allowed for comment on such a large, multi-volumed, multi-paged document.

Deb Little
President
On behalf of The Wolli Creek Preservation Society
PO Box 270 Bardwell Park, NSW, 2206

27 January 2016

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Adam Farrow-Palmer

[REDACTED]

Address:

[REDACTED]

Lane Cove, NSW
2066

Content:

I think it is irresponsible and unwise to spend billions of dollars on Westconnex when there is insufficient evidence that it is the optimal way to ease congestion in Sydney.

I wish the plan to be shelved immediately.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
SUBMISSION TO M5 EIS

Name GLENN BUTCHER
Full address [REDACTED] Alexandria, NSW, 2015

I strongly object to the proposed New M5.

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

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

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

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

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

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

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to

force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

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

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

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

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

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

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

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

ADD YOUR OWN COMMENTS HERE:

I have lived on Mitchell Road since 2006, 10 years. In this time. I have seen a huge increase in traffic using Mitchell Road to avoid the already traffic clogged King Street, Newtown and Euston Road, Alexandria. Personally. I avoid using Euston Road when driving my car as it's already a "car park" ie slow moving traffic with lengthy delays with about 6,000 vehicle current usage. Dumping over 60,000 vehicles onto Euston Road as a result of WestConnex exit point, will only make an existing traffic nightmare, ten-fold worse. The result will be driver frustration causing drivers to move onto other local roads and back streets. Apart from the increase traffic, there is the fact that population from vehicle exhaust will clog the air, resulting in sickness of the 150,000+ residents living in the area. WestConnex is NOT the solution, it's going to be a traffic nightmare.

I have / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

[Redacted]

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[Redacted]

[Redacted]

SUBMISSION TO M5 EIS

Name [REDACTED]

Full address [REDACTED]

I strongly object to the proposed New M5.

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

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

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

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

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

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I have / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

[Redacted]

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[Redacted]

[Redacted]

Name: Joanna Hawthorne
[Redacted]

Address:
[Redacted]

Alexandria, NSW
2015

Content:
I strongly object to the proposed new M5.

A motorway interchange St Peters would push a significant number of additional cars into a residential area that has not yet adapted to increased residential development. An exorbitant amount of tax payer's money has already been invested into this project - funds which could have been spent on investment in public transport within the area.

The Government's focus on toll roads as a proposed solution to traffic problems within the city is outdated and lacks innovation. Existing toll roads are too expensive, and an additional toll will lead to deliberate avoidance of these roads by many who need to use them (myself included), placing additional burden on existing residential roads.

Part of the appeal of living in a city such as Sydney is the access to open spaces and parkland - Sydney Park is an excellent example of this. The proposed M5 interchange will not only remove a section of the park to accommodate the interchange, but will also have significant environmental impacts on those using the park including noise and air pollution.

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Riki Inamura
Organisation: Riki's Tours Japan (Director)

[Redacted]

Address:

[Redacted]

Newtown, NSW
2042

Content:

I use Sydney Park as my running track and I am extremely worried that you will destroy parts of the park where I run, specifically along Campbell Rd and Euston Rd.

Besides that, there is no business case to support the project and no plan to deal with all the traffic that will be generated on local streets.

The entire project should be stopped!

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[Redacted]

[Redacted]

[Redacted]

Name: Anke Stacker
[Redacted]

Address:
[Redacted]

Redfern, NSW
2016

Content:
I oppose the M5 St Peters Interchange project because it will alter the quality of life in St Peters and the surrounding suburbs including Redfern. It will increase traffic pouring into the surrounding local streets, threaten spaces for public recreation (Sydney Park) and the character and viability of King Street and worsen local air quality.

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Warren Artlett
Organisation: Bike South West Inc. (President)
Govt. Agency: No

[Redacted]

Address:

[Redacted]

Panania, NSW
2213

Content:
See attachment

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Effect of WestConnex on Cycling

Prior to the WestConnex, cyclists could travel along the M5 shoulder from Belmore Road to Bexley Road without stopping, except for the crossing the exit and entry ramps at King Georges Road. This was a fast, efficient transit for cyclists and was especially useful to commuters. The meandering path on the outside of the M5 is great for recreational cyclists but not a viable alternative for commuters as it exists at present. The exit at Bexley Road was through a spring loaded gate in a gap in the sound barrier.

The proposed east bound cycle crossing for King Georges Road requires the cyclist to exit the M5 at King Georges Road, then to cross at 3 separate signalised pedestrian/cyclist crossings to access the cyclepath on the other side. This is the same as the existing west bound crossing. I have used this crossing on many occasions and have found that I had to wait for the traffic lights to go through a complete cycle for each crossing. This road crossing can take up to 10 minutes.

I have consistently raised concerns that cyclists will also have to wait for the lights at Kingsgrove Road that will add further time to a cyclist's commute.

A test for the WestConnex project is that no user of the existing infrastructure should be worse off after the project is completed. It appears that WestConnex will fail this test for cyclists.

From the EIS it appears that there will be no work at Kingsgrove Road, however, the project has affected cyclists' crossing of this road.

To overcome the problem at Kingsgrove Road I propose that a cycle bridge be installed adjacent to the existing M5 overpass. This would be similar to the bridge over James Ruse Drive next to the M4.

This would have the added benefit that pedestrians could use the bridge and therefore the signalised crossing could be removed, resulting in less impact on the traffic flow on the road and less risk to pedestrians.

As President of Bike South West Inc. I have been invited to meetings to give my input on the projects but I have been frustrated by the excuse when I bring up issues such as these, that the section I'm talking about is not part of the particular project. Eg the Kingsgrove Road crossing in stage 1 and the King Georges Road crossing in stage 2.

Every proposal I put forward for Stage 1 for the King Georges Road crossing was rejected. These proposals ranged from minimal cost diversions to a relative high cost overpass.

The existence of the WestConnex means that cyclists no longer have access to the M5 from King Georges Road to Bexley Road on a virtually dedicated cycle lane and will now have a substantially longer trip. This trip will now be on a shared path.

Regards

Warren Artlett

President Bike South West inc.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Eva Kaupp
[Redacted]

Address:
[Redacted]

St Peters, NSW
2044

Content:
I object to the planned St Peters M5 interchange. To my knowledge, there is no convincing business case and no reliable traffic modelling that would support the usefulness of this feature. On the other hand, there are considerable negatives: loss of public space, increased air pollution, and increased traffic congestion in an area that is already badly affected by it. Considering the large amount of money to be spent which keeps increasing throughout the planning process, I would prefer to spend it on public transport as well as bike lanes as those are in my opinion the only viable options for reducing traffic congestion and increasing quality of life in the Inner West. Whilst I can see the point of wanting to join several motorways, I think the planner have to first present a watertight case before public money can be spent on it. To the best of my knowledge, this has not been done to date.

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[Redacted]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
I object on the grounds that the amount of traffic will ruin the Newtown, Sydney Park area both from an environmental and travel aspect.

Traffic in the development area is already congested

Surely, the monies would be better utilised in providing more public transport

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

Chloe McAllister

[Redacted]

[Redacted]

[Redacted]

Content:

As a local resident, with a child enrolled at Erskineville Public School, I object to the location of these public works for the following reasons:

- the proposed location of structures within/near Sydney Park, and the resulting health risks and loss of amenity
- the significant increase in heavy vehicle traffic on streets that are already used beyond capacity at peak times
- the level of noise and airborne pollution generated during the project

[Redacted]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
Fundamental flaws in process

Aside from the poor consultation process, the government has actively sought to avoid scrutiny, by transferring responsibility for this project from a government body, the WestCONnex Delivery Authority, to a privately-run government company called the Sydney Motorway Corporation. So now, westCONnex is now being built by a private company that does not even have to publish its contracts. This is unaccountable government at its worst.

This is yet another shameful act to hide information about the project and the actions of the Sydney Motorway Corporation and government from proper and rightful public scrutiny. It is a disgraceful political tactic.

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.

Accountability for contracts already let to companies is hidden behind the convenient phrase "commercial in confidence". ALL contracts entered into by government in the name of its citizens must be gazetted and terms and conditions disclosed so that the public understand what agreements have been entered into in their name. Government MUST NOT be allowed to hide behind the façade of a bogus "public company" to deliver projects.

More reasons to object to the westconnex

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Andrew Walsh

Address:

Newtown, NSW
2042

Content:

I have reviewed some of the documents associated with the New M5 EIS but mainly focused on Appendix G (Traffic and Transport). I would appreciate if you could address my comments.

Executive Summary

The Executive Summary states that if WestConnex was not built that:

* "Traffic would either choose to travel at different times of the day, if possible, seek alternative routes or modes to their destinations or choose not to travel at all". Would it not make more sense to spend the \$17 billion on those very alternatives? In particular focusing on alternatives modes such as public transport and bicycle infrastructure? The money would also be better spent on Travel demand management, such as providing essential local services locally within communities, instead of forcing people to travel large distances across Sydney to gain access to services. WestConnex is the opposite of demand management, instead of focusing on how we can provide services to reduce time spent in transport, WestConnex will encourage more car-usage, not just on the motorway but into local streets.

* "In the St Peters road network, forecast growth in traffic would cause further congestion, with the network unable to accommodate the future traffic demands". This statement indicated that demand management is necessary whether WestConnex is built or not. Why not start with the demand management aspect instead of wasting \$17 billion on more infrastructure?

* "Two-way daily traffic on the Princes Highway, north of the M5 East interchange, is forecast to decrease from 79,000 vpd without the project to about 25,000 vpd". Therefore, the traffic lanes on this road should be reduced to one lane in each direction. The additional saved space could be used for additional bus lanes, a cycleway, an extension of the footpath or indeed given back to Sydney Park, particularly considering the loss of parklane on the southern and eastern side.

* "An operational traffic review would be undertaken to confirm the operational traffic impacts of the project on surrounding arterial roads and major intersections 12 months after the commencement of operation of the project". Why should the review only check arterial roads? The review must include local residential streets - the streets where most people live. This review should include all the local streets affected in particularly in the suburbs of St Peters, Alexandria, Erskineville and Newtown. After the review, WestConnex should fund any treatments that the local Councils deem necessary for traffic calming.

* "A network and corridor optimisation approach to manage delay and queuing impacts at critical intersections". Instead of attempting to manage traffic demand after WestConnex is constructed, why not start working on traffic demand management now prior to spending \$17 billion?

* "The New M5 would help to complete Sydney's motorway network" - Sydney has run out of space to build motorways on the surface so now we've moved onto tunnels? Where will this road building end? Sydney is still congested and therefore all this road building is not working. Invest in public and active transport instead of more freeways. No city on earth has solved its congestion problems by building more freeways. It's an outdated concept that leads to induced demand, neighbourhoods that are car

dependent and poor air quality. Motorways renders a city to be clogged up, sprawling and an uncomfortable place to live with its residents spending hours daily stuck in more traffic.

* One of core transport objectives of WestConnex is to "relieve road congestion to improve the speed, reliability and safety of travel in the M5 Motorway corridor, including parallel arterial roads". However, the EIS states that future traffic volumes on Stoney Creek Road will rise considerably after WestConnex due to people avoiding having to pay the toll.

* "The environment surrounding St Peters interchange would not experience significant traffic impacts as the local roads component has been designed to accommodate traffic projections for both the project and future WestConnex projects". How was that conclusion reached? The traffic model did not include roads north of Sydney Park Road so how can it be stated that these streets will be unaffected? The traffic model has not included any of the local roads in St Peters, Alexandria, Erskineville, Newtown, Marrickville and beyond.

Chapter 4 - Assessment Methodology

* Page 31, Section 4.1.1.2 - development of the WestConnex Road Traffic Model used toll plaza transaction data for many of the toll roads in Sydney for calibration - it is interesting that data from the Cross City Tunnel is excluded from the analysis. The Cross City Tunnel should be included, it has failed miserably financially and therefore if mistakes are not to be repeated, analysis from this motorway should be included.

Section 8.3 - Operational Performance - St Peters & Surrounds - Without WestConnex

* Page 212, Section 8.3.2.1 - analysis indicates that the road network does not have sufficient capacity to accommodate the forecast traffic demand in the 2021 without WestConnex. In reality, if WestConnex is not built, this future demand would never materialise. People would alter their travel behaviour e.g. either travel earlier or later, switch transport modes or defer travel altogether.

* Page 215, Table 76 - Table 76 indicates that the intersection of Campbell and Euston Roads would operate at a LoS F in the 2031 without WestConnex scenario; given that without WestConnex, both Euston and Campbell Roads would remain single lane roads providing local access only I can't see how this intersection reaches capacity - this has to be an error in the modelling or reporting of results

* Page 217, 218, Tables 77, 78 - Tables 77, 78 indicate that in the 2031 without WestConnex scenario, the average travel time between King Street, Newtown and the Sydney Airport Domestic Terminal, a distance of only 4.8 kilometres, in the AM and PM peak-hours is 44:30 mins and 45:00 mins respectively; these estimates are so large and unrealistic, I struggle to see that they are correct. Besides, would people not be encouraged to use the train instead of sitting in traffic? Mode transfer is the most likely result.

* Page 219, Section 8.3.6 - "longer travel times for rail passengers travelling to and from the St Peters and Mascot train stations by car, due to an increase in traffic volumes, slower travel speeds and increased intersection delays" - this statement is ridiculous! Given on-street parking in the streets surrounding both St Peters and Mascot Rail Stations is restricted and fully occupied, the number of commuters driving to either station to catch the train would be so small to be negligible and definitely not further justification for a building a \$17 billion motorway project

Section 10.3 - Operational Performance - St Peters & Surrounds - With WestConnex

* Page 251, Section 10.3.2.1 - the EIS notes that under the 2031 with WestConnex scenario, "there is a significant increase in local trip generation which needs to be accommodated in the network" - it'd be beneficial if this could be quantified further so the data can be compared with traffic estimates the City has for nearby urban renewal precincts (primarily Ashmore)

* Page 252, Section 10.3.2.1 - "Paramics modelling suggests that only about 80 per cent of the traffic demand in the 2031 'with project' scenario could be accommodated in the network" - doesn't this prove that the project will not meet its objectives or worse will this provide RMS with the impetus to add new road projects, like the widening of Euston Road and McEvoy Street to six lanes, to resolve future demand

Euston Road

The WestConnex project proposed that Euston Road be increased to a six-lane road between Campbell Road and Sydney Park Road in 2019 (the year of opening). However, the traffic modelling shows that this expansion is not merited. Therefore, why is Euston Road expanded in 2019. This will simply induce traffic demand on the road and encourage more vehicles to travel unnecessarily from WestConnex through local streets in Alexandria.

Campbell Road Bridge

I do not see the rationale behind the Campbell Road Bridge over the Alexandria Canal. Access to WestConnex from the airport, ports and eastern suburbs is proposed to be provided by Gardeners Road via the proposed Gardeners Road Bridge.

By providing an alternative route to access WestConnex, the Campbell Road Bridge will:

* Become a more attractive surface route for motorists looking to bypass WestConnex (Stage 3), being particularly attractive to motorists who are sensitive to paying the WestConnex road tolls;

* Encourage traffic that may use WestConnex (Stage 3) to instead travel through the inner west suburbs of St. Peters, Newtown and Marrickville; and

* Become an east-west link which will encourage rat-running through St. Peters and Alexandria, instead of using the existing Canal Road connection or the proposed Gardeners Road Bridge.

In attraction, the six traffic lanes ensures that the capacity of the Campbell Road Bridge will enable large volumes of traffic to travel from eastern suburbs, the airport and port to Sydney's west without the need to use St Peter's interchange or WestConnex. This Campbell Street Bridge will encourage motorists to rat run through the local streets instead of using state roads. This additional traffic can feed directly into Bourke Road and affect active transport infrastructure such as the Bourke Road Cycleway.

The Campbell Road Bridge is unnecessary should be removed from the scope of the project. The only bridge that should be built across the Alexandria Canal on Campbell Street should be a Campbell Street Pedestrian and Bicycle Bridge.

Active Transport

Any motorway or tunnel that is constructed must include a shared path wide enough for both cyclists and pedestrians to use the whole length of the motorway and to the airport. This has not been included in the project. Surely a \$17billion project can include these facilities.

Clearways

It is no secret that RMS are expanding clearways throughout Sydney. After the clearways are introduced, RMS have a policy to restrict outdoor dining within 3m of live traffic. Few footpaths are more than 3m wide along the clearway and therefore this policy kills off outdoor dining.

WestConnex will simply encourage more people to drive further distances and pump traffic in local streets. King Street Newtown will be ruined with additional clearways and make the street environment an uncomfortable place to be.

Freight Traffic

If freight traffic needs to move from the airport and ports, then a cost benefit analysis on a tunnel with railway freight and public transport trains should be investigated to determine the cost benefit analysis of such a project. It may well prove to be viable alternative.

Cost Benefit Analysis

This project does not provide value for money. This is likely to be fifth motorway project that proves to be a financial failure in Australia's recent history, the third in Sydney alone. Sydney's Cross City Tunnel and Sydney's Lane Cove Tunnel were financial disasters with billions in public taxpayers money lost to bail out the failed projects. A full transparent cost benefit analysis must be undertaken. Heath and community impacts should also be included.

Health impacts include:

- * Impacts from additional fumes from traffic,
- * Impacts on people from the additional time wasted in a sedentary position in a car instead of walking or cycling, and
- * Increased obesity and its impacts on the health system.

The community impacts must include:

- * Impacts on main shopping streets with the introduction of clearways,
- * Impacts on the loss of much needed parkland at Sydney Park St. Peters, and
- * Impacts on residents who live on roads where traffic will be pumped into; e.g. Euston Road, McEvoy Street, King Street and beyond.

Alternative Project Worth Investigating

\$17 billion is a phenomenal amount of money to waste on a road with no transparent transport planning taking into consideration. It is not a bypass route as it directs traffic towards a CBD and airport but never makes it all the way. The traffic will still travel on local streets to access the CBD and airport.

The rest of the western world has realised that we cannot build more motorways in an attempt to build out way out of congestion. Effective public transport and active transport infrastructure is what is needed.

I do not support the construction of WestConnex. The data provided and the rationale behind the project does not add up.

Regards
Andrew Walsh

BEng (Civil)
Master of Transport

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

[REDACTED]

▪

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- “In the St Peters road network, forecast growth in traffic would cause further congestion, with the network unable to accommodate the future traffic demands”. This statement indicated that demand management is necessary whether WestConnex is built or not. Why not start with the demand management aspect instead of wasting \$17 billion on more infrastructure?
- “Two-way daily traffic on the Princes Highway, north of the M5 East interchange, is forecast to decrease from 79,000 vpd without the project to about 25,000 vpd”. Therefore, the traffic lanes on this road should be reduced to one lane in each direction. The additional saved space could be used for additional bus lanes, a cycleway, an extension of the footpath or indeed given back to Sydney Park, particularly considering the loss of parkland on the southern and eastern side.
- “An operational traffic review would be undertaken to confirm the operational traffic impacts of the project on surrounding arterial roads and major intersections 12 months after the commencement of operation of the project”. Why should the review only check arterial roads? The review must include local residential streets – the streets where most people live. This review should include all the local streets affected in particular in the suburbs of St Peters, Alexandria, Erskineville and Newtown. After the review, WestConnex should fund any treatments that the local Councils deem necessary for traffic calming.
- “A network and corridor optimisation approach to manage delay and queuing impacts at critical intersections”. Instead of attempting to manage traffic demand after WestConnex is constructed, why not start working on traffic demand management now prior to spending \$17 billion?
- “The New M5 would help to complete Sydney’s motorway network” – Sydney has run out of space to build motorways on the surface so now we’ve moved onto tunnels? Where will this road building end? Sydney is still congested and therefore all this road building is not working. Invest in public and active transport instead of more freeways. No city on earth has solved its congestion problems by building more freeways. It’s an outdated concept that leads to induced demand, neighbourhoods that are car dependent and poor air quality. Motorways render a city to be clogged up, sprawling and an uncomfortable place to live with its residents spending hours daily stuck in more traffic.
- One of the core transport objectives of WestConnex is to “relieve road congestion to improve the speed, reliability and safety of travel in the M5 Motorway corridor, including parallel arterial roads”. However, the EIS states that future traffic volumes on Stoney Creek Road will rise considerably after WestConnex due to people avoiding having to pay the toll.
- “The environment surrounding St Peters interchange would not experience significant traffic impacts as the local roads component has been designed to accommodate traffic projections for both the project and future WestConnex projects”. How was that conclusion reached? The traffic model did not include roads north of Sydney Park Road so how can it be stated that these streets will be unaffected? The traffic model has not included any of the local roads in St Peters, Alexandria, Erskineville, Newtown, Marrickville and beyond.

Chapter 4 – Assessment Methodology

- Page 31, Section 4.1.1.2 – development of the WestConnex Road Traffic Model used toll plaza transaction data for many of the toll roads in Sydney for calibration – it is interesting that data from the Cross City Tunnel is excluded from the analysis. The Cross City Tunnel should be included, it has failed miserably financially and therefore if mistakes are not repeated, analysis from this motorway should be included.

Section 8.3 – Operational Performance – St Peters & Surrounds – Without WestConnex

- Page 212, Section 8.3.2.1 – analysis indicates that the road network does not have sufficient capacity to accommodate the forecast traffic demand in the 2021 without WestConnex. In reality, if WestConnex is not built, this future demand would never materialise. People would alter their travel behaviour e.g. either travel earlier or later, switch transport modes or defer travel altogether.
- Page 215, Table 76 – Table 76 indicates that the intersection of Campbell and Euston Roads would operate at a LoS F in the 2031 without WestConnex scenario; given that without WestConnex, both Euston and Campbell Roads would remain single lane roads providing local access only I can't see how this intersection reaches capacity – this has to be an error in the modelling or reporting of results
- Page 217, 218, Tables 77, 78 – Tables 77, 78 indicate that in the 2031 without WestConnex scenario, the average travel time between King Street, Newtown and the Sydney Airport Domestic Terminal, a distance of only 4.8 kilometres, in the AM and PM peak-hours is 44:30 mins and 45:00 mins respectively; these estimates are so large and unrealistic, I struggle to see that they are correct. Besides, would people not be encouraged to use the train instead of sitting in traffic? Mode transfer is the most likely result.
- Page 219, Section 8.3.6 – “longer travel times for rail passengers travelling to and from the St Peters and Mascot train stations by car, due to an increase in traffic volumes, slower travel speeds and increased intersection delays” – this statement is ridiculous! Given on-street parking in the streets surrounding both St Peters and Mascot Rail Stations is restricted and fully occupied, the number of commuters driving to either station to catch the train would be so small to be negligible and definitely not further justification for a building a \$17 billion motorway project

Section 10.3 – Operational Performance – St Peters & Surrounds – With WestConnex

- Page 251, Section 10.3.2.1 – the EIS notes that under the 2031 with WestConnex scenario, “there is a significant increase in local trip generation which needs to be accommodated in the network” – it'd be beneficial if this could be quantified further so the data can be compared with traffic estimates the City has for nearby urban renewal precincts (primarily Ashmore)
- Page 252, Section 10.3.2.1 – “Paramics modelling suggests that only about 80 per cent of the traffic demand in the 2031 ‘with project’ scenario could be accommodated in the network” – doesn't this prove that the project will not meet its objectives or worse will this provide RMS with the impetus to add new road projects, like the widening of Euston Road and McEvoy Street to six lanes, to resolve future demand

Euston Road

The WestConnex project proposed that Euston Road be increased to a six-lane road between Campbell Road and Sydney Park Road in 2019 (the year of opening). However, the traffic modelling shows that this expansion is not merited. Therefore, why is Euston Road expanded in 2019. This will simply induce traffic demand on the road and encourage more vehicles to travel unnecessarily from WestConnex through local streets in Alexandria.

Campbell Road Bridge

I do not see the rationale behind the Campbell Road Bridge over the Alexandria Canal. Access to WestConnex from the airport, ports and eastern suburbs is proposed to be provided by Gardeners Road via the proposed Gardeners Road Bridge.

By providing an alternative route to access WestConnex, the Campbell Road Bridge will:

- Become a more attractive surface route for motorists looking to bypass WestConnex (Stage 3), being particularly attractive to motorists who are sensitive to paying the WestConnex road tolls;
- Encourage traffic that may use WestConnex (Stage 3) to instead travel through the inner west suburbs of St. Peters, Newtown and Marrickville; and
- Become an east-west link which will encourage rat-running through St. Peters and Alexandria, instead of using the existing Canal Road connection or the proposed Gardeners Road Bridge.

In attraction, the six traffic lanes ensures that the capacity of the Campbell Road Bridge will enable large volumes of traffic to travel from eastern suburbs, the airport and port to Sydney's west without the need to use St Peter's interchange or WestConnex. This Campbell Street Bridge will encourage motorists to rat run through the local streets instead of using state roads. This additional traffic can feed directly into Bourke Road and affect active transport infrastructure such as the Bourke Road Cycleway.

The Campbell Road Bridge is unnecessary should be removed from the scope of the project. The only bridge that should be built across the Alexandria Canal on Campbell Street should be a Campbell Street Pedestrian and Bicycle Bridge.

Active Transport

Any motorway or tunnel that is constructed must include a shared path wide enough for both cyclists and pedestrians to use the whole length of the motorway and to the airport. This has not been included in the project. Surely a \$17billion project can include these facilities.

Clearways

It is no secret that RMS are expanding clearways throughout Sydney. After the clearways are introduced, RMS have a policy to restrict outdoor dining within 3m of live traffic. Few footpaths are more than 3m wide along the clearway and therefore this policy kills off outdoor dining.

WestConnex will simply encourage more people to drive further distances and pump traffic in local streets. King Street Newtown will be ruined with additional clearways and make the street environment an uncomfortable place to be.

Freight Traffic

If freight traffic needs to move from the airport and ports, then a cost benefit analysis on a tunnel with railway freight and public transport trains should be investigated to determine the cost benefit analysis of such a project. It may well prove to be viable alternative.

Cost Benefit Analysis

This project does not provide value for money. This is likely to be fifth motorway project that proves to be a financial failure in Australia's recent history, the third in Sydney alone. Sydney's Cross City Tunnel and Sydney's Lane Cove Tunnel were financial disasters with billions in public taxpayers money lost to bail out the failed projects. A full transparent cost benefit analysis must be undertaken. Health and community impacts should also be included.

Health impacts include:

- Impacts from additional fumes from traffic,
- Impacts on people from the additional time wasted in a sedentary position in a car instead of walking or cycling, and
- Increased obesity and its impacts on the health system.

The community impacts must include:

- Impacts on main shopping streets with the introduction of clearways,
- Impacts on the loss of much needed parkland at Sydney Park St. Peters, and
- Impacts on residents who live on roads where traffic will be pumped into; e.g. Euston Road, McEvoy Street, King Street and beyond.

Alternative Project Worth Investigating

\$17 billion is a phenomenal amount of money to waste on a road with no transparent transport planning taking into consideration. It is not a bypass route as it directs traffic towards a CBD and airport but never makes it all the way. The traffic will still travel on local streets to access the CBD and airport.

The rest of the western world has realised that we cannot build more motorways in an attempt to build out way out of congestion. Effective public transport and active transport infrastructure is what is needed.

I do not support the construction of WestConnex. The data provided and the rationale behind the project does not add up.

Regards
Andrew Walsh

BEng (Civil)
Master of Transport

Chloe McAllister

[Redacted]

[Redacted]

[Redacted]

Content:
See attachment re objection.

[Redacted]

[Redacted]

▪

SUBMISSION TO M5 EIS

[REDACTED]

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ADD YOUR OWN COMMENTS HERE:

There are no benefits and does not solve traffic challenges.

Please Reconsider.

I ~~have~~ / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

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

ADD YOUR OWN COMMENTS HERE:

I have recently moved to Alexandria with my family after living in the inner west of Sydney. I fail to see the benefits of the proposed new M5 and think the plan does not solve any current traffic challenges. The impact on the roads surrounding the M5 far outweighs the amount of money spent on this project. Please reconsider.

I have (have not) made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

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IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Content:
Community consultation did not occur prior to release of EIS.

To release thousands of pages of complex (and contradictory) material for analysis and comment during the summer holidays is evidence enough that government has something to hide - that government wants to "tick the box" in relation to public consultation, but limit the opportunity for the community to have their say, or for proper considered analysis to take place. This is whole process has been bastardy towards the citizens as the government has gone to great lengths to shamle due process whereby fairness and our health should be foremost in decision making not last.

Another zillion reasons I strongly object to the WestConnex

[Redacted]

[Redacted]

▪

[Redacted]

From: system@affinitylive.com [mailto:system@affinitylive.com] On Behalf Of John Caley

[Redacted]

[Redacted]

Name: John Caley
Organisation: Bike Marrickville Inc (President)

Address:

[Redacted]
Newtown, NSW
2042

Content:

Bike Marrickville is opposed to the new M5 East Motorway project as proposed as it will increase the mode share of cars travelling along the corridor.
The project must include implementing the M5 East Green Link from Bexley North Station to Sydney Airport, as part of the Westconnex project.
Building cycling routes parallel to all major new transport Infrastructure is current NSW government policy. (See page 15 of Sydney's Cycling Future 2013).
This document also sets out the NSW government's policy to increase the mode share of bicycles.
Building a fast safe separated cycleway along Wolli Creek From Bexley North to Sydney airport is essential for government's objectives to be met.

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Josie Smith
[Redacted]

Address:
[Redacted]

Alexandria, NSW
2015

Content:
See attached submission

[Redacted]

[Redacted]

[Redacted]

[Redacted]

▪

Josie Smith & Leigh Whiffin
22/105-155 Euston Road
Alexandria NSW 2015

The Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Date: 28th January 2016

Application Number: SSI 14_6788

Address: M5 East Motorway between King Georges Road, Beverly Hills and St Peters

I consent to my details being published.

We strongly **object** to the M5 East Motorway project and insist that this proposal be rejected on the basis of the environmental impact statement.

We firmly object the implementation of road widening in Euston Road as it will have severe impact on the quality of life for the occupants in the building situated at 105-155 Euston Road Alexandria, which is a 34 lot residential structure. The road widening reservation was set in 1951 when the site was an industrial area. However, it is now a residential site along with the adjoining property. Along the western side of Euston Road (north of Sydney park road) there has been a significant increase in residential developments which has changed the industrial status that it previously represented. There are several developments that have either been completed recently, are in the construction phase, or have a development application on exhibition. Therefore, we appeal for the removal of the road widening measures due to the detrimental outcomes it will produce.

Some of the direct impacts are as follows:

Removal of the existing 10 metre set back from the road. The setback area consists of a footpath adjoining the property, nature strip lined with mature trees, a secondary footpath and secondary nature strip lined with young trees adjoining the kerbside of Euston Road. The setback and trees enhance the aesthetic appearance by obstructing the view of the existing road and distancing the property from the traffic.

The loss of 24 parking spaces along both sides of Euston Road north of Sydney Park Road intersection and 28 parking spaces along both sides of Huntley street east of Euston Road will adversely affect residents since street parking has already been reduced significantly.

Noise levels during the construction phase and once the project is operational will be at an inappropriate level for residents and the EIS fails to provide comprehensive details regarding measures to alleviate this issue by merely acknowledging that the property is approved for the 'consideration' of mitigation. Consideration is not a confirmation that any mitigation measures will be put in place and is not an acceptable form of assessment.

Air quality will be reduced greatly and can have adverse effects on the health and wellbeing of residents.

The traffic flows and crash comparisons are damaging to Euston Road (north of Sydney park road) with colossal increases in comparison to the other areas covered in the scope. This is demonstrated in the below table extracted from the EIS.



Source



Bou
2021 W
Prince
Can
Ricke
Garde
Eus
Bou

Property Value will decrease for our property and others that are also affected by the widening of Euston Road. Consequently, the appeal to reside in this location will be diminished with only a single footpath proposed to act as a buffer between the property and the immense traffic; increased noise level and increased emissions from vehicles.

Safety of residents will be jeopardised. A single footpath that is less than 2 metres is an inadequate safety measure to distance the residents, which include children from this major highway development.

AECOM should not be completing the EIS as it is a conflict of interest. There has also been a lack of consideration for alternative options for the infrastructure including public transport alternatives.

Consultation processes and the so-called community consultations were fraudulent and were carried out in an unacceptable manner. For example, the letterbox distribution of the community update newsletter in September 2015 that showed the widening of Euston Road (north of Sydney Park road) was the first notification that residents received as previous releases of information showed conflicting plans that either illustrated canal road in June 2014 or illustrated Euston road but stopped at Sydney park road in November 2014. See below illustrations. After we received the letterbox material then the doorknocking was undertaken from the 8-10 of September 2015 and was conducted during business hours, so obviously many residents would not have been home at this time. How can the 'consultation' regarding the proposed road upgrades be valid after the documentation has been distributed with the preferred design was already chosen? In addition, the pop up shop was then held on the 12th September 2015 which was two days after the alleged door knocking and after the release of the preferred design.



[Redacted]

[Redacted]

[Redacted]

Content:

Corrupt process

The whole WestCONnex project has been characterised by corrupted processes, and a lack of transparency and accountability. This is unacceptable for any project funded by taxpayer money, especially a massive project that would see communities and endangered species destroyed, 100s of people evicted from their family homes and businesses, and billions of dollars of public money diverted from projects that would offer better benefits to NSW.

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

Another zillion reasons to object to the westconnex

[Redacted]

[Redacted]

▪



[Redacted]

[Redacted]

[Redacted]

[Redacted]

Content:
Fundamental flaws in process

Aside from the poor consultation process, the government has actively sought to avoid scrutiny, by transferring responsibility for this project from a government body, the WestCONnex Delivery Authority, to a privately-run government company called the Sydney Motorway Corporation. So now, westCONnex is now being built by a private company that does not even have to publish its contracts. This is unaccountable government at its worst.

This is yet another shameful act to hide information about the project and the actions of the Sydney Motorway Corporation and government from proper and rightful public scrutiny. It is a disgraceful political tactic.

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.

Accountability for contracts already let to companies is hidden behind the convenient phrase "commercial in confidence". ALL contracts entered into by government in the name of its citizens must be gazetted and terms and conditions disclosed so that the public understand what agreements have been entered into in their name. Government MUST NOT be allowed to hide behind the façade of a bogus "public company" to deliver projects.

More reasons to object to the westconnex

[Redacted]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
As a local resident, with a child enrolled at Erskineville Public School, I object to the location of these public works for the following reasons:

- the proposed location of structures within/near Sydney Park, and the resulting health risks and loss of amenity
- the significant increase in heavy vehicle traffic on streets that are already used beyond capacity at peak times
- the level of noise and airborne pollution generated during the project

[REDACTED]

Name: Angel Nunley
 Organisation: Erskineville PS P&C Association (Erskineville PS P&C Association)
 Govt. Agency: No

[REDACTED]

Address:

[REDACTED]

Erskineville, NSW
 2043

Content:

The Erskineville Public School P&C Association strongly objects to the proposed New M5 project as detailed in the recent Environmental Impact Statement. We feel it was incorrect to omit Erskineville Public School from the study, given its proximity to the M5 St Peters interchange, particularly it does include other schools further away. By not taking into account the full impact on our school we believe that many of the findings reached in the EIS should be rejected as they do not adequately consider all the relevant factors.

The EIS lists many important things that will have a significant impact on the health and welfare of our children and those of the wider school community. We would like to bring the following issues to the fore, which are particularly relevant given the changing demographics of the area which has seen a large increase in the number of families with children living in this area of unprecedented growth.

- * Noise quality for people living in dwellings above two stories - No noise modelling has been done for how residents living above two stories will be affected. In an area where families living in apartments are the norm this omission is unforgivable.
- * Air quality - we are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.
- * Loss of open space - in an area that has one of the lowest amounts of green space per person we can't afford to lose 11,000 square meters of Sydney Park, which is heavily used and relied upon by all our families.
- * Risk of health impacts. - The EIS admits that there is a risk of health impacts, including on users of Sydney Park, but information about mitigation is deferred until after planning approvals.
- * Increased traffic, including large trucks, on major roads and inevitable spillage on local streets will endanger kids walking to and from school and at other times. There needs to be an independent assessment of the traffic modelling, and the information shared so that Councils and independent experts can test predictions.
- * Increased population predictions not clearly included in study. It is unclear if the future development at the Ashmore Estate (6,000 residents), Green Square (61,000 residents), Waterloo Estate (30,000 residents) and Central 2 Eveleigh (56,000 residents, 25,000 workers) have been taken into consideration with traffic modelling.

We call for this highly flawed EIS to be rejected and current work on Westconnex cease immediately until this is resolved.

Erskineville Public School P&C Association

[REDACTED]

Content:

I strongly oppose the construction of the WestConnex in its current form. It is clear problems with the project have not been fully considered. Those problems include but are not limited to increased pollution through the concentration of vehicle exhaust gases, increased traffic through the already congested Inner West of Sydney. And from that the increased likelihood of traffic accidents including the likelihood of those accidents killing pedestrians and/or other motorists. Neither does the project take into consideration , in any way, the reality it will conflict with the Baird Governments other white elephant, the second harbour crossing, which ends, via tunnel in Sydenham. The extension proposed from St Peters to Haberfield (I guess) will cross this projects inner west tunnel. And finally I oppose this as the Minister responsible is clearly out of his depth. It is a poor reflection on the Baird government that they have tasked such an inept Minister with this piece of infrastructure. And finally the break neck speed with which the proposal has been done suggests a less than transparent process and for those that subscribe to such theories the propensity for illegal activity with respect to contractual obligations.

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Content:

EIS INADEQUATE

The New M5 EIS does not adequately address the Secretary's Environmental Assessment Requirement Section 115Y of the Environmental Planning and Assessment Act 1979 in relation to application SSI 6788 that the EIS make:an assessment and modelling of operational traffic and transport impacts on the local and regional road network (in consultation with affected councils), ... and the impacts of potential shifts of traffic movements to alternative routes outside the proposal area (including as a result of tolls);- or adequately addresses the impacts on property and business access and on parking provision, including permanent and temporary (construction) changes to access and parking, and traffic management measures such as clearways on EDGEWARE Road and surrounding roads.

Another zillion reasons to object to the westconnex

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Content:

THE HERDING EFFECT

The proposed traffic changes to Campbell Street, and to Bedwin, May and Unwins Bridge Road Intersections with the construction of the St. Peters Interchange are designed to direct the flow of traffic from the Interchange to Edgware Road and environs. This will mean that this whole area will be gridlocked right up to the Enmore Road intersection. This situation will not improve even with the unfunded M4-M5 link and the EIS makes that point clearly that the traffic volumes will increase on Edgware Road and surrounding streets right up to 2032 and to the proposed finalization of the M4 m5 tunnel. This is completely unacceptable.

Just another zillion reasons to object to the westconnex

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Name: Camilla Lawson
[Redacted]

Address:
[Redacted]

Erskineville, NSW
2043

Content:

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

1. Because the project does not do what it has set out as its objectives, that is, improve transport of freight to and from the Botany terminals. In fact the new road system doesn't go anywhere near this site.
2. The EIS is not comprehensive and has omitted a number of key sites including schools that will be significantly impacted.
3. Significant environmental reserves and green community parks will be entirely or partly destroyed.
4. Remaining parklands such as Sydney Park will be damaged and their value as green space greatly diminished
4. The increase in pollution, particularly, deadly particulate pollution is unacceptable.
5. The traffic modelling is woefully inadequate and does not factor in the huge increase in population density in the area; the trend for higher demand for public transport by commuters; and how the increased flow of traffic will be dissipated once it leaves the M5.
6. Traffic congestion will increase and create huge traffic problems in local streets; making local traffic dangerous.
7. It is a financial disaster. Money wasted. There is no evidence to support that such a hugely expensive road should be built when cheaper alternatives are available that do address the need for improved transport infrastructure. Such as increasing rail and light rail.
8. To spend \$16.8 billion on an infrastructure project that has the slightest questionable outcome seems like political suicide for the NSW government. This project is based on overly optimistic traffic demand forecast; does not deliver what it sets out to do and the community/ environmental damage far outways any of the projects benefit claims.

I call for the new M5 not to proceed. It is clearly a waste of tax payer money. I want better value for money.

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The Kirby Inquiry was established by Premier Neville Wran. Importantly, it examined the issues of road versus rail solutions in relation to the then Department of Main Roads proposal for a road from Port Botany to the proposed container depot at Chullora, the primary purpose of which was to facilitate the movement of containers. Astoundingly, the DMR's preferred project was, however, a freeway from Alexandria to the south-west along the same axis as the "New M5". This of course went nowhere near Chullora.

In relation to the freight issue Commissioner Kirby recommended a detailed scheme for the compulsory raiiling of containers, bound for destinations in Sydney's west, to Chullora and other potential inland container depots. This would have amounted (at the time) to an estimated 41 per cent of Port Botany throughput, although as the subsequent development of industry and warehousing has shown, this percentage would have increased significantly over time, relieving Sudney of the problem of container traffic on local roads.

The so-called "New M5" is simply another version of the Department of Main Roads' 1948 south-western expressway scheme exhaustively examined by the Kirby Inquiry and the passage of time has not diminished the inquiry's relevance. The Commission's recommendations were met with favour by the Wran Government which, however, failed to press their implementation, but they remain fundamentally valid and of renewed relevance given the government-supported development of the Moorebank Intermodal Freight Terminal. It is therefore incumbent on the Department of Planning and Environment, as the strategic planning authority and the determining authority for this project, to directly address the recommendations of the inquiry.

Further, the whole discussion of alternatives is characterised by evasion of fundamental issues and uncritical acceptance, for the purposes of justifying the proposal, of outright absurdities.

At 4-5 we find this statement:

"The M5 East Motorway was constructed to support the economic, social and environmental well-being of the Sydney region and to reduce the loss of urban amenity arising from increased heavy vehicle traffic through residential areas."

In fact, any improvement in urban amenity in relation to heavy vehicle traffic through residential areas, was extremely short-lived (as the Kirby Inquiry had predicted). Within three or four years of opening, the situation had deteriorated to the pre-opening level, with Port Botany container traffic now being prominent on local roads leading west out of the port's environs. Total traffic volumes - as Kirby predicted - rapidly rose to fill the new road space provided, and as a result average speed across the whole road network fell. This phenomenon, induced traffic growth, isn't assessed in the EIS.

At 4-14 we find this statement:

"By 2031, the container trade at Port Botany is forecast by Sydney Ports Corporation to increase from the existing throughput of two million 20 foot equivalent units and reach seven million 20 foot equivalent units. The target mode share is to double the proportion of containers carried by rail in 2020 (NSW Department of Premier and Cabinet, 2011). The Freight Strategy acknowledges that even with the targeted increase in rail mode share, early modelling results indicate that the M5 Motorway Corridor would not be able to accommodate the additional container traffic when combined with background growth from employment and population by 2031."

An increase in Port Botany Container throughput from 2 million TEUs to 7 million TEU is a 350 per cent increase over 15 years. Sydney's population will certainly not increase by 350 per cent (that is, from 5 million to 17.5 million), nor could any conceivable increase in trade or manufacturing account for such an increase, especially given the current slowing in global economic growth. To rely on this argument as a justification for the "New M5" is clearly outrageously misleading.

While the EIS does indicate an intention to double rail's existing, risible, 14 per cent share of container movements by 2020, this indication should, in view of the demonstrable 40-year history of government bias against raiiling of containers, and of hostility to implementing simple and cheap infrastructure measures to facilitate an increase, be regarded as deliberately misleading. Even with the best will in the world and the cooperation of the competing road freight industry, such an increase, in just four years, would be impossible.

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Content:
Pollution

The New M5 will be a massive contributor to greenhouse gas emissions, while destroying important habitat and greenspace. There is NO safe level of fine particle exposure. Through this project and the entire WestCONnex of which it is part, the NSW Government is consciously building a project that it knows will worsen already high levels of pollution in parts of the inner west and south-west Sydney.

Another trillion zillion reasons to object to the westconnex

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Content:

As a resident of 268 Belmont Street, I strongly object to the M5 extension/WestConnex.. Not only will this create an unacceptable level of traffic, it will destroy our neighbourhood. Belmont Street is one of the most sought after streets in Alexandria, prizing itself on the community it has built around the cul de sacs and families and children playing and getting together in these areas.

The increase in traffic will make the area far more dangerous for our children who are used to the quiet cul de sacs and areas where they run around and play.

Moreover, the whole reason we have chosen to live on Belmont street is because of the quiet cul de sacs, lack of traffic and for this, we have paid a premium price for our house.

Any changes to this street will not only have a devastating affect on property prices, but also on the community that has been built on this street. These are our homes and families lives that are being damaged. This cannot go ahead!

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SUBMISSION TO M5 EIS

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

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

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park

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[Redacted]

Name: Gary Speechley
Organisation: Alexandria Residents' Action Group (Treasurer and Public Officer)
Govt. Agency: No

[Redacted]

Address:

[Redacted]

Alexandria, NSW
2015

Content:

The Alexandria Residents' Action Group (ARAG) rejects this EIS as a fundamental failure of process, open and transparent governance, and evidence-based decision-making.

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Alexandria Residents' Action Group

28 January 2016

SSI 6788

NSW Department of Planning and Environment

GPO Box 39

Sydney NSW 2001

This submission is made on behalf of the residents of Alexandria under the auspices of the Alexandria Residents' Action Group (ARAG) in response to the requests for submissions in response to the Environmental Impact Statement (EIS) for the westCONnex M5 extension. ARAG expects our submission to be published in full, acknowledged by the Department of Planning and ARAG expects a credible, fact-based response to the concerns and issues raised.

Before we respond to the EIS specifically, ARAG would like to make the following comments:

1. We believe that the process followed by the NSW Government, the NSW Planning Department, the Premier Mike Baird, the Treasurer Gladys Berejiklian, the Roads Minister Duncan Gay and the Planning Minister Rob Stokes in relation to westCONnex is the most appalling example of dishonesty – lacking in all aspects of transparency, accountability, governance – and yet, the government seems determined to proceed at all costs, and against all credible advice not to proceed.

Giving councils, individuals, experts and residents such a short time to respond to the many thousands of pages in the EIS – and doing it over the Christmas New Year period – smacks of a Government that cares little for the people it is supposed to serve.

2. ARAG believes that westCONnex is not the solution to the problem of congestion in Sydney; rather it will be a humungous contributor. On no measure, can the project be allowed to proceed.

3. The cost benefits of the Project in all aspects are a joke – one being played on the NSW Taxpayer with no regard to the future burden when the taxpayer is asked to bail out, as we have on many occasions, various private operators who can't make a buck because the returns don't match the overly-optimistic traffic projections.

There is a well-known definition of "stupid": that is, repeating the same mistakes, but expecting better outcomes.

4. ARAG notes that the government is looking to spend \$16.8 Billion (and climbing) on a polluting 33 km roadway that will be used by less than 1% of the population. This is an affront to the people of NSW who will be denied funding for hospital beds, public transport, and schools for their children, or safe roads in rural areas.

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5. We believe the project's processes to be deeply corrupted. There are numerous examples, but none so obvious as using firms like AECOM to write an 'independent' EIS, when they themselves are also being awarded, or are positioning themselves to be in the running to be awarded, millions of dollars in design and construction contracts and other consulting work. This same firm has already had fines exceeding \$200 million and counting levied against it for their shoddy work in relation to the Rivercity road projects in Brisbane.

We have been advised by experts that the M5 EIS is one of the worst that they have ever seen. Despite its bulk, it is an appalling effort and an affront to the intelligence of the taxpayers of NSW. It is a classic example of quantity over quality.

6. At no point does the NSW Government compare the proposition of a 33 km polluting toll road to any other solution to Sydney's problems of congestion and the need to handle the growth we face in the next 50 years.

Alternatives as proposed by Eco Transit and others are not even considered, an approach

that is fiscally irresponsible. Eco Transit has proposed the following:

- Buying back the Airport Link and reducing the cost to commuters (estimated cost \$250 million);
 - Providing a link between Sydenham Station to the University of NSW and the Randwick Health Precinct via the Airport Line with connections to the Southern Industrial Complex (estimated cost \$450 million);
 - Adding a rail station to the Airport Line at Doody Street (estimated cost \$75 million), and
 - Developing a Kingsgrove Last Chance Park and Ride, Kiss and Ride and Bus Turnback area which will allow people to access the Airport Link and massively reduce the number of cars needing to travel on the M5 (estimated cost \$70 million).
- These proposals total just \$845 million. A far cry from the billions that the M5 extension is estimated to cost (and climbing). Individually and collectively they provide a better solution than the proposed M5 toll road.

7. ARAG objects to the government's cynical act of transferring responsibility for this project from the Roads and Maritime Services, a government department to the westCONnex Delivery Authority, a Statutory Authority and now to Sydney Motorway Corporation Pty Ltd a private corporation, in a base and cynical act to hide the project from scrutiny by the Parliament, and hence the taxpayers of NSW.

Why has this been done? What is the government trying to hide? Where does the liability fall for future failures, cost blowouts, project risks and other hazards?

Why is it that the board of the private company comprises appointees only with expertise covering financial, procurement and contracting but has no appointee representing the interests of those using, or impacted by this project?

8. The updated strategic business case dated November 2015 attempts to justify this outrageous westCONnex project.

It is the responsibility of government, as the proponent of a project, to prepare the www.arag.org.au email: info@arag.org.au ³ strategic business case.

Clearly, this business case was prepared by consultants who have vested interests in the outcome.

When originally posted online, there was no attribution to this document. There was no branding for the RMS; there was no branding for the westCONnex Delivery Authority; there was no branding for the Sydney Motorway Corporation – the sham company established by the government so as to avoid scrutiny of this project by the NSW Parliament; there was no branding for the NSW government. The “NSW – Making it Happen” logo has no attribution and could have been downloaded by anyone from anywhere on the internet.

That original document was quickly taken offline and “replaced”. The “new” document still contains no attribution.

The document states, but only on the back cover, that it is publication number RMS 15.600, but that just acknowledges the fact that the document has to “live” somewhere. Companies such as AECOM have been involved since the beginning of the westCONnex project and have actively sought to position their businesses for lucrative follow-on design and construction contracts.

That consultants would be paid to assume the government's responsibility for preparing a business case is a blatant and outrageous conflict of interest and makes a sham of proper governance and open and transparent evidence-based government decision-making. We call on the Auditors-General, at both State and Federal levels of government, to conduct an independent and complete audit of the westCONnex project.

A business case is an important document that should reflect the true costs and purported benefits of the project. It is government's responsibility to deliver such a document; it is not the role of business to deliver such a document.

That large sections of financial information have been redacted from the business case clearly shows that government is not committed to an open and transparent public

assessment of the business case.

The updated strategic business case contains significantly redacted information in Chapter 13 that is designed to hide the true costs and purported benefits of this project. Chapter 13 confirms that the original projected cost of \$10 billion has already blown out to \$16.812 billion without any measurable progress on the project whatsoever.

What this implies is that, even with a current cost blowout of an incredible 68% before the project has achieved ANY milestones, the business case argues that the cost-benefit ratio is still better than \$1 – that is, a beneficial return of more than \$1 for every \$1 spent.

To assume that the original business case could accommodate a cost blowout of over 68% and still be viable stretches credibility beyond any reasonable assessment.

To assume that the current business case can accommodate the inevitable future cost www.arag.org.au email: info@arag.org.au 4

blowouts and still maintain a positive benefit to the State is absurd beyond belief.

Further, Chapter 13 hides the true value of tolling revenues that would be collected by private toll operators.

Residents of New South Wales deserve to be told how much they are expected to pay to use this infrastructure.

It is unacceptable that such information should be cloaked by "commercial in confidence" or "intellectual property" caveats. Information such as tolling revenues is information that is vital to a fair and reasonable assessment of the business case and therefore the viability of the project. As such, it must not be hidden from public scrutiny, especially since tolls are now to be applied, for a period of 43 years, to roads that the residents of New South Wales have already paid for.

Who agreed to a tolling period of 43 years, and what deals were done with business to secure such an outrageous agreement? Who were the parties to this agreement and with whose authority were they acting?

Chapter 13 also completely hides information related to the recurrent costs of operating this infrastructure.

Construction is only the first phase of a project. During its lifetime, the recurrent costs of maintenance such as repairs, resurfacing, ventilation systems and signalling systems add significant cost. That such information remains hidden in this business case is further evidence that the government is not committed to an open and transparent assessment of the costs and benefits associated with westCONnex.

How much public money is the government prepared to waste on this project given that costs will continue to escalate and there is no known final price for this project?

The business case now refers to an 'Enhanced westCONnex'. This is a tawdry attempt to slap lipstick on a pig.

Politicians remain committed to this project despite the overwhelming evidence that it is a disastrous waste of money; a project that fails to deliver the basic objective of connecting to the port and to the airport; a project that unfairly compensates residents for the loss of their homes and businesses; a project that destroys communities; a project that destroys flora and fauna habitats; a project for which the final cost to the taxpayers is unknown.

Is \$16.8 billion and rising the cost of politicians not having to acknowledge their lack of accountability, transparency, probity and proper governance, let alone the failure to properly articulate the problem that needs to be solved and exploring viable, cost effective alternatives? Is \$16.8 billion and rising the cost of politicians clinging to their flawed and out-dated ideologies?

Is \$16.8 billion and rising the cost of politicians not acknowledging that, oops, they got it wrong, and need to rethink their approach?

Is \$16.8 billion and rising the largest ever transfer of public monies to the private sector?

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Feedback on the M5 Environmental Impact Statement

Failure to meet any of the stated objectives

The stated objectives of the New M5 project, which are similar to the stated objectives of the overarching westCONnex project, are as follows:

1. Support Sydney's long-term economic growth through improved motorway access and connections linking Sydney's international gateways and south-western Sydney and places of business across the city
2. Relieve road congestion to improve the speed, reliability and safety of travel in the M5 Motorway corridor
3. Cater for the diverse travel demands along these corridors that are best met by road infrastructure (ARAG argues that road is not the only viable option)
4. Enhance the productivity of commercial and freight generating land uses strategically located near transport infrastructure
5. Fit within the financial capacity of the State and Federal governments, in partnership with the private sector
6. Optimise user pays contributions to support funding in an affordable and equitable way
7. Provide for integration with other westCONnex projects and the proposed Southern extension, while not significantly impacting on the surrounding environment in the interim period
8. Protect natural and cultural resources and enhance the environment

Supporting economic growth

Sydney traffic is congested. If westCONnex proceeds as proposed, congestion will get worse for

most drivers, who are not prepared to pay the tolls required to use the M5 and the New M5. Furthermore, the EIS recognises only Sydney's two current international gateways, and does not

consider Badgery's Creek airport, which, when completed, will be a significant third international

gateway to Sydney. Given the operating constraints on Kingsford Smith, Badgery's Creek may

one day be the prime international gateway to Sydney. Consultation on the merits of the westCONnex project is incomplete until it considers how best to serve the many travellers and

workers who will need to commute to it.

Despite the claimed importance of Kingsford Smith and Port Botany, the planned route for the

westCONnex does not connect to Sydney Airport or Port Botany. The road turns north and away

from the airport, to dump tens of thousand of cars per day into congested inner-city streets around St Peters, Newtown, Alexandria, etc.

Ultimately, the EIS does not provide evidence it will assist economic growth, or even if economic

growth can be assisted by improved motorway access – not when it comes at such a cost to the

tax payer.

Addressing congestion

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There should be concern about congestion in roads beyond the portals causing traffic to slow,

including in the tunnels. Local improvements cannot be relied on to address this because of induced traffic, because of growth in local population, and because the local roads are already

bottlenecked well beyond the scope of the analysis performed for this EIS. Simply stated, the consultants have NOT modelled traffic flows beyond one or two intersections outside the project

area.

Claims by westCONnex that the project will improve speed and reliability depend on the reliability

of its approach to traffic modelling - an approach that contemporary experts argue is flawed.

Without congestion charging, or similar, the laws of induced traffic mean that increasing road capacity only increases traffic volumes; it does not reduce congestion. Charging for the M5 without congestion charging on alternate routes will increase, not reduce, congestion on those routes.

The improvements in congestion claimed for the project arise from measures that can be separated from the construction components of the project – the reintroduction of charges for using the road.

Catering for diverse travel demands

This objective requires an assessment of which of the many travel demands along the corridor are best met by road infrastructure. This assessment is not present in the EIS. Instead, the EIS assumes, rather than demonstrates, that a range of diverse travel needs are 'best met by road infrastructure.'

The majority of traffic movements are highly responsive to environmental changes including: provision of alternate modes of transport, (for example public transport); provision of alternate traffic generators (for example increased local employment opportunities); and cost and other signals (for example congestion charging).

Providing such alternatives and incentives would free up road infrastructure for use by those road users that genuinely have no alternative, and it would do so at a lower cost than the New M5.

The New M5 fails to meet this objective.

Enhancing the productivity of commercial and freight generating land uses strategically located near transport infrastructure

While the EIS does not make clear exactly what lands this is referring to, the planned route for westCONnex does not connect to Sydney Airport, Port Botany or the Badger's Creek Airport which could all be considered to be 'commercial and freight generating land uses strategically located near transport infrastructure'.

It could be a reference to faster travel times that would enhance productivity and attractiveness

for businesses along the westCONnex route, but only if traffic modelling predictions are accurate.

Press leaflets delivered to our homes by the WDA tout a 46% decrease in travel times on the M5

– but read the associated asterisk and you find this figure is only to King Georges Road.

Beyond

that, the M5 will remain a carpark.

The EIS states an improvement in travel speeds of just 1 km/h. One! How can that be worth \$16.8

billion and rising?

The modelling has not been made available for independent review and as highlighted above,

modelling by the same firms that provided these estimates – AECOM, or Booz Allen – has www.arag.org.au email: info@arag.org.au 7

consistently been devastatingly wrong, not least in the case of Brisbane's RiverCity toll road

where reliance on AECOM predictions contributed to a \$1.68 billion dollar loss and commercial failure of the venture. [<http://www.wsj.com/articles/aecom-unit-pays-us-201-million-to-settleaustralia-toll-road-lawsuit-1442826365>].

In the absence of the assumptions behind, and the details of the traffic modelling and induced transport forecasts, and in the absence of a transparent business case, it is not possible to evaluate the future impact of the project on land uses.

The New M5 fails to meet this objective.

Fit within the financial capacity of the State and Federal Governments, in partnership with the private sector

The EIS does not contain the assumptions behind the financial modeling so it is impossible, based on the EIS alone, to assess this objective.

The Updated Strategic Business Case does contain enough information about traffic volume and

time savings to demonstrate that the westCONnex fails to return its costs and will have a cost

benefit ratio well below 1:1.

The executive business case was found by the NSW Auditor-General to be totally inadequate; "it

did not meet best practice standards" and the A-G "was not able to form a view [that] the project

is a worthwhile and prudent investment ... for the NSW government". Nothing has changed "Infrastructure NSW should ensure the Major Projects Assurance Framework is fully implemented" said the Auditor-General at the time, and this is still true now.

[<http://www.audit.nsw.gov.au/news/westCONnex-assurance-to-the-government>]

Revenue modelling produced by Mehreen Faruqi, the Greens MLC and a former engineer, showed that even at full capacity, westCONnex cannot physically carry enough traffic to be financially viable - and at full capacity it would be more congested than the M4 and M5 currently

are [<http://www.mehreenfaruqi.org.au/westCONnextolls/>].

At full capacity, based on similar infrastructure, westCONnex would have a commercial value of

perhaps five billion dollars - less than a third of its cost, assuming no cost overruns during development. [[http://www.smh.com.au/nsw/what-you-need-to-know-about-westCONnex-thebiggest-](http://www.smh.com.au/nsw/what-you-need-to-know-about-westCONnex-thebiggest-road-weve-ever-seen-20150313-143ujn.html)

[road-weve-ever-seen-20150313-143ujn.html](http://www.smh.com.au/nsw/what-you-need-to-know-about-westCONnex-thebiggest-road-weve-ever-seen-20150313-143ujn.html)]

On all the available evidence, there are alternate projects that will more reliably deliver greater

improvements to public mobility, for far lower cost than the billions of Federal and State funds that

the westCONnex will absorb – as highlighted above in the ideas proposed by ecoTransit.

All of this should have been properly considered by the EIS.

The New M5 fails to meet this objective.

Optimise user-pays contributions to support funding in a way that is affordable and equitable
Commuters who use westCONnex will be spending up to eighty dollars a week on tolls, even if

they use no other toll roads.

This will not be affordable for many of the current users of the M4 and M5, nor is it equitable when

they will receive a service that is only a few minutes better than what they currently have, and

inferior to what they could have if alternate projects were undertaken instead.

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ARAG's analysis suggests that this will fund less than one third of the \$18 billion cost of westCONnex, leaving at least \$12 billion to be funded from the public purse, by tax payers who

gain nothing from the toll road.

Further costs fall on those subject to what is euphemistically called Compulsory Acquisition. The EIS business case only considers benefits, and does not do so properly, and it does not consider to what extent those benefits can and cannot be converted to revenue.

The EIS does not include an adequate assessment of the indirect costs of the project, and of the

opportunity cost of forgoing alternate projects. Without this information, consultation cannot legitimately be said to have been undertaken.

The New M5 fails to meet this objective.

Provide for integration with other westCONnex projects and the proposed Southern extension,

while not significantly impacting on the surrounding environment in the interim period

The EIS itself acknowledges there are significant impacts in relation to noise, loss of housing and

destruction of heritage.

Already, as has happened on the M4 widening, there are issues with asbestos waste being dumped – and at a school; while at Beverly Hills noise walls have been stripped away from the

M5 and will stay down for months longer than originally predicted.

The demonstrated costs do not justify the putative benefits.

The New M5 fails to meet this objective.

Protect natural and cultural resources and enhance the environment.

At least 50 hectares of open space and potential open space and a huge amount of vegetation

would be lost across the westCONnex routes.

A large number of heritage buildings, including homes and businesses, would be demolished.

Communities are being decimated. This objective, to protect natural and cultural resources, is not

being met

The demonstrated costs do not justify the putative benefits.

The New M5 fails to meet this objective.

Failure to meet Objectives

Ultimately, the EIS claims to meet all its objectives through the mechanism of reducing congestion.

The predicted improvement in travel times, by 2021, in the order of 'up to' 10-15 minutes, according to the EIS, is only for the longest trips.

This small saving - if it ever truly materialises - is insufficient to offset the financial cost to road

users, the loss of amenity to local communities, the loss of homes, the loss of businesses (especially small businesses), the environmental damage, the destruction of heritage, the financial cost to the wider taxpayer, and the opportunity cost of not proceeding with alternate projects.

The EIS assumes unquestioningly that entrenching development towards Sydney's CBD is a desirable goal.

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Some planners, including the Committee of Sydney's CEO Tim Williams, argue that a key driving

principle of planning for Greater Sydney should be de-centralisation with an emphasis on enhancing the centres of Liverpool and Parramatta, which are nearer the geographic centre of the

city [<http://www.smh.com.au/nsw/committee-for-sydneys-tim-williams-slams-road-building-plans-for-city-20150428-1mv3vq.html>].

The EIS does not comply with the Secretary Environmental Assessment Requirements (SEARS).

The SEARS provide for an analysis of feasible alternatives to the proposal and any justification, including:

- An analysis of alternatives/options considered, including public transport, having regard to the proposal objectives (including an assessment of the environmental costs and benefits of the proposal relative to alternatives and the consequences of not carrying out the proposal), and whether or not the proposal is in the public interest,
- Justification for the preferred proposal taking into consideration the objects of the Environmental Planning and Assessment Act 1979,
- Details of the alternative ventilation options considered during the tunnel design to meet the air quality criteria for the proposal,
- Details of the short-listed route and tunnel options from the tender process and the criteria that was considered in the selection of the preferred route and tunnel design, and staging of the proposal and the broader westCONnex scheme, and in particular access to Sydney Airport and Port Botany and improved freight efficiencies.

The EIS does not include cost-benefit analysis, modelling, or any other objective analysis of feasible alternatives. Only cursory descriptions are provided.

No alternative staging strategies are described or objectively assessed.

The EIS remains a roads-only focused document.

The EIS does not adequately address the health impacts

There is no assessment of construction and operational activities that have the potential to impact

on in-tunnel, local and regional air quality. The air quality impact assessment must provide an

assessment of the risk associated with potential discharges of fugitive and point source emissions

on sensitive receivers.

In addition, an accurate assessment of air quality impacts is dependent on an accurate assessment of traffic and transport impacts. Because the traffic and transport impacts have not

been correctly modelled, the air quality impact and human health impact assessments are worthless.

The in-tunnel air quality will be poorer than that for surface roads. People using the tunnels on a

regular basis will have a higher risk of lung cancer, asthma, heart disease and other diseases.

The health of children being driven through the tunnels is a particular concern.

We see this today as we use the existing M5 tunnels. It is as if we are driving through a fog, such

is the appalling quality of the in-tunnel air.

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There are serious concerns about the fact that westCONnex plans to have unfiltered exhaust stacks near playgrounds, schools, aged care facilities, green spaces (such as Sydney Park) and

of course, housing. In no way is this acceptable.

Regional air quality in Sydney is already poor, with air toxin levels regularly exceeding standards.

Even when they do not exceed standards, they still cause health problems. There is no safe level

of air pollution.

Increasing road traffic (cars and trucks) will result in poorer regional air quality. The air quality

modelling in the EIS is unreliable because it is based on flawed traffic modelling.

Future conditions with the project are not articulated

Delays at on-ramps and off-ramps have been omitted from the travel time forecasts, so actual

travel times will be significantly higher than those forecast. It is also interesting that the reported

travel times savings have been selectively chosen to show only those routes where travel times

are forecast to decline (i.e., the M5 itself).

St Peters 'Crown of Thorns' interchange

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The impacts on travel times for adjacent routes have not been reported, in particular Stony Creek

Road, Canterbury Road Forest Road and Queens Road.

Travel times on these routes will increase significantly due to the large increase in rat-run traffic

diverting in order to avoid the M5 tolls.

Network performance measures (VKT, total travel time, average speed etc.) for the whole study

area have not been modelled/reported, nor have they been supplied for the larger metropolitan

area.

Only performance measures for the immediate area around the St. Peters 'Crown of Thorns' Interchange that are closest to Alexandria residents have been reported.

Without this information, we can only assume the worst.

Direct impacts on Alexandria (and surrounding suburbs)

From about 2019, the M5 will terminate at Sydney Park.

70,000 vehicles are forecast to use Euston Road. This is more traffic than currently uses Victoria

Road. It is almost **ten times** the traffic that Euston Road currently handles, or can handle.

An extra lane in each direction will be added to Euston Road – but not very far along Euston Road. According to the EIS, the northbound lane will go as far as Maddox Street, where it becomes a new left-hand turn lane, channelling traffic off Euston Road and into Maddox Street.

It will no longer be possible to turn right onto Sydney Park Road from either Euston Rd and probably not from Mitchell Rd either.

Drivers wanting to reach the Princess Highway or May Street will have drive around Sydney Park

to Campbell Road, or rat-run north through local roads to King Street. It seems likely that the intent is to encourage drivers to use westCONnex instead of the free alternatives.

We know that the development in Green Square is already generating significant traffic, and that

this will increase, and that Ashmore Estate, which will add over 6,000 residents to the Alexandria/Erskineville area will also generate significant traffic.

As Duncan Gay said to Chris Smith on radio 2GB in January 2016,

“There's a problem there now. To put your head in the sand and say everything's fabulous in Alexandria, Erskineville, Waterloo, Zetland is just rubbish. The thing is congested, that area, great area, I live near there in Redfern myself, like you. It's a great area but the increased housing that's already there plus the industrial, the place is already gridlocked.”

The EIS does not consider the traffic that will be generated by Ashmore Estate and Green Square

will continue to be a problem, because the EIS states that the M5 will be completed before the

Ashmore Estate and Green Square reach full capacity.

The government is not concerned with the effects on the local road system that will result from the

construction of westCONnex.

They should be. According to the EIS, the new roads are going to make traffic worse, not better.

The following tables outline the 'Levels of Service' (LoS) that are predicted in the morning (AM)

and afternoon (PM) timeframes.

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What a mess!!

AM Traffic

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PM traffic

A LoS of 'A' is good. F is 'over capacity'.

According to the modelling in the EIS, 'With Project' will make Euston Rd two levels of service

worse than it would be 'Without Project', a drop from LoS 'A' to LoS 'C'.

The problem is, Euston is not currently LoS 'A', either in the morning peak despite what Table 99

says, and especially not in the afternoon peak where, as Table 100 says, it is already LoS 'D', at

best.

If as forecast, westCONnex New M5 worsens Euston Rd by two LoS, it will not be from LoS 'A' to

LoS 'C', it will be from LoS 'D' to LoS 'F', or worse.

Euston Road currently struggles to carry 7,600 cars a day.

Expanding it from one or two lanes out to two or three lanes is not going to allow it to carry 60,000

or 70,000 cars. That's 50% more traffic than Victoria Road can carry.

Even if you added 10 lanes, you won't get 10 times as much traffic down the road. You might not

get any more than the 7,600 cars you get now, as there is nowhere else for the traffic to 'disperse'

– a term the WDA and the Minister for Roads is happy to use.

As soon as you reach the end of the widening, these roads go back to the same number of lanes

as they have now, connected to streets that are themselves no wider than they are now.

Even if they were widened all the way to the ocean, the roads that they feed are also bottlenecked.

Technically, Euston Road should already carry more cars than it does, except that there isn't anywhere for that traffic to go.

westCONnex won't change that. It will probably make it worse.

The same is true of the Princes Highway. It is a bottleneck, surrounded by bottlenecks.

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Adding the New M5 cannot improve total traffic throughput by much, if at all. While it will add some minimal capacity, because the 'bottle' still ends in the same pinch points, you don't get any

more cars per hour.

The effect is that you actually travel slower because there are more cars than before, and you will

do it underground. But you still end up at the same bottleneck.

The only reason to believe that the M4 and M5 might improve (and this is what the EIS claims will happen) is because people won't be able to afford to use them – they will use free roads instead.

If that happens, then the M4 and M5 will become faster, but only for those that can afford to use

them, while roads like Parramatta Rd and Stoney Creek Road will become slower.

The only way that westCONnex will improve congestion on the M4 and the M5 is by forcing anyone who can't afford the tolls to find another road.

Even many of those who will continue to travel on the M4 and M5 will be worse off for it – compared to what they have now. The M4 and M5 may be slightly faster, claimed as only 1 km/h

overall, but it will be far more expensive.

That, for some people, will be a more preferable outcome to the free alternatives as they will be

on westCONnex, but it does not mean that those people would not have been better off with the

'Without Project' M4 and M5.

However many lanes are added to Euston Road and other local roads, they will still be gridlocked,

because of Induced Demand.

Despite the projections that 'the next Stage will fix everything' (which has always been claimed

but has never been proven yet), Euston Road and Campbell Road will back up, and the ramps

will block up as well.

Whatever the performance of the New M5 itself, it will still be a tunnel to a traffic jam, and it will

still have a carpark at the end of it.

westCONnex will create a road system that will carry less people than before, with a few traveling

slightly faster but at a price, while the rest are traveling slower than ever.

In short, westCONnex is an expensive, but guaranteed way to make Sydney's roads worse.

Noise and Vibration

On ARAG's reading of the EIS chapters, there are impacts on Alexandria both on the noise and

vibration front, but the main impact on us is noise. The EIS generally dismisses vibration as an

issue that won't cause us problems. (for example See, [Vol 2D, App J Page 149 5.5.2](#)).

There are a couple of points worth making and they fall into Broad and Specific, as follows:

Broad impacts:

the plan is to create the tunnels by blasting rather than by mechanical excavation. The justification appears to be speed and shorter burst impacts on any given area. There are many assurances about control and precedent, but you have to think it is inherently more risky and uncontrolled.

the Interchange and surrounding roads program is a 2.75 year construction project.

hours of operation: Normal hours are 7am-6pm; evening is 6pm-10pm; night is 10pm-7am. However, pretty much anything the construction companies want can be done during the

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evening and night shifts if they deem it safe and/or appropriate to do so! And noise mitigation measures would be the same, whether day or night. (see Vol 1B, Ch 12, Page 62)

each designated Noise Catchment Area (Alexandria is NCA1) only has one data logger. In our case it was at the edge of Sydney Park between Mitchell Road and Euston Road.

re Project Impact, everywhere where the project impact is more than 2 dB to noise levels,

those areas are consistently characterised as 'Highly Urban', allowing a justifiable higher level of ambient noise. The boundaries between 'Highly Urban' and other areas are very inconsistent and not generally good for us. Example at Vol2D, Appendix J, Appendix F – St Peters Interchange Study Area.

Specific impacts:

- while the ventilation stacks at Kingsgrove and Arncliffe are to be approximately 30 m above ground, the St Peters ventilation stacks will be about 20 m above ground 'in line with the Australian Government's Civil Aviation Safety Authority requirements'. (Vol2D, Appendix J, pg15, Table 3)
 - traffic figures: Euston Road goes from 11,400 vehicles per day in 2021 if WC is not built, to 71,000 vehicles per day if it is built. (Vol 2D, App J, Appendix E, page 1)
 - noise levels predicted in 2021 and 2031: if the project is built, all properties along Sydney Park Road and both sides of Euston Road will register the highest noise level band, i.e. >65 dB at both day and night (Vol 2D, App J, Appendix L – Operational noise results).
 - four properties in Euston Road and Lawrence Street are identified as eligible for sound mitigation, with many more to be eligible in St Peters and elsewhere. (Vol2D, App J, Table 111, and Appendix M – Operational noise results – road traffic tables). The inconsistency is that where noise levels are identified as 'Exceeding Cumulative Limit', in some cases the property in question is eligible for assistance, and in other similar situations, they are not eligible.
 - there is no measurement of the impact of construction traffic coming from the north to the St Peter's Interchange site. So, no modelling of the impact on Euston Road or Mitchell Road, etc has been carried out. (Vol 1B, Ch 12 Table 12-42 and following)
 - out of hours construction work for road tie-in works is predicted to cause excessive noise for 974 receivers in our broader area and sleep disturbance levels for 425 receivers. Kerbing and drainage work is predicted to cause excessive noise for 1262 receivers in our broader area and sleep disturbance for 804. The figures for Alexandria specifically are 163/67 and 180/151 respectively. (Vol 1B, Ch 12, Page 69 Table 12-34)
 - there is a lot of excessive noise to be endured by the residents of St Peters in particular, but also Sydney Park and Alexandria. For example, in St Peters rock hammering will result in an excess of 50 dB above benchmark, 248 receivers will exceed the normal limits and of those 100 will be highly noise affected. Even earthworks with no rock hammering will result in an excess over normal of 40 dB; 161 receivers will exceed the normal and of those 86 will be highly noise affected. (Vol 1B, Ch 12, Page 54, Table 12-22)
 - meanwhile, everyone will suffer excess noise from kerbing and drainage works. In Alexandria, the excess above normal will be 43 dB; 45 receivers will be affected and 13 will be highly noise affected (Vol 1B, Ch12, Page 55, Table 12-22).
- westCONnex admits that the 'New' M5 won't work.**
SYDNEY Motorway Corporation (SMC) has admitted that the westCONnex New M5 will cause incalculable traffic congestion unless other unplanned and largely unfunded toll road projects – including the westCONnex M4-M5 link, the Sydney Gateway and southern extension – are built as well.

In an email sent to Ben Aveling of Alexandria Residents Action Group (ARAG), Louise Bonny of the SMC admitted only 80% of the “significant increase” in traffic they expect the New M5 will

generate around the St Peters Interchange could be accommodated by the existing road network.

Ms Bonny went on to explain they were relying on the other toll road projects, saying: “...the construction of the additional road network components proposed as part of the westCONnex M4-M5 Link, Sydney Gateway and Southern extension projects provide the additional road space and increases the ability to distribute and accommodate the predicted increase in traffic.”

In the same email, Ms Bonny said that the model the SMC is using to forecast traffic flows was

unable to predict what would happen if these additional toll roads are not built, because “the model does not function properly and presents results that can be misleading.”

This is quite an amazing and damning admission. It acknowledges that they cannot model the

New M5 without these extra road components – the numbers are so far off the scale that the model cannot begin to predict how bad congestion will be. Even with the extra road components,

the model shows that this is a tunnel to a traffic jam.

Roads Minister Duncan Gay has admitted (on radio station 2GB) that streets in this area are ‘already gridlocked’. So why is the government deliberately planning to send thousands more cars

a day into this area? The government is trying to force a scenario where more and more toll roads

have to be built.

westCONnex Action Group (WAG) has stated that “It’s astonishing that even the people who want

to build westCONnex now admit they’re relying on building more costly toll roads to try and make

the New M5 work”.

Even if the funding for all these additional toll roads comes through – and it’s a very big ‘if’ – the

New M5 will be open for years before the M4-M5 Link and Sydney Gateway are built. And the

government hasn’t even set dates for funding or building the southern extension.

What is truly staggering is that the SMC has admitted it can’t even model the traffic impacts of the

New M5 without these other toll roads – yet it’s now seeking planning approval for the New M5 as

a standalone project.

This latest damning admission proves what ARAG has said all along: westCONnex will choke

Sydney’s streets with cars, and see drivers from western Sydney pay huge tolls to drive straight

into inner-city traffic jams.

In conclusion, the Alexandria Residents’ ActionGroup (ARAG) registers its most strenuous objection to the M5 westCONnex project.

The failure by the government to deliver a business case that it is openly prepared to own, and to

deliver an EIS that is truthful and consistent with its claims, is reprehensible and an affront to the

taxpayers of NSW.

This process fails all the tests of probity, transparency, accountability, accuracy, fiscal

responsibility, evidence-based decision-making and good government.
Governments talk of receiving a 'mandate' from the voters.
There is one, and only one 'mandate' that matters – delivering honest, open unbiased,
evidencebased
governance of the affairs of the State of New South Wales.
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There is no place for hubris, or slavish adherence to out-dated ideologies such as roads,
roads,
roads.
With westCONnex, this government has failed miserably to honour the gift of the mandate
from
the citizens of New South Wales.
ARAG makes this submission on the understanding that you will publish a list of submitters
including our details, our suburb and our submission. Indeed, we DEMAND that these details
be published.
Vanessa Knight Ben Aveling
Co-Convenor Co-Convenor

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Content:
Westconnex not the right choice to spend public monies

WestConnex and the New M5 is financially unviable and will take funds away from major public transport infrastructure and will not solve Sydney's traffic congestion.

The WestConnex project comes with no proper and extensive evaluation of alternative options such as world class public transport which was also required by the SEARs
Another hundred reasons to object to the westconnex

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PUBLIC ENQUIRY NEEDED

WestConnex project and the SMC lack any form of public scrutiny. SMC does not have any social license to continue with this project without some open inquiry. There needs to be an NSW Upper House Inquiry and a Federal Auditor General's review due to the lack of transparency and accountability in the business case and numerous irregularities in the planning and EIS processes. Another big reasons to object to the Westconnex

[REDACTED]

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[Redacted]

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Content:
2050

Please do not destroy our area with unwanted and unneeded roads. The public capacity to know what is going to be the effect and to object, has been so minimal it is a disgrace and NOT in the public interest. This is being forced on residents against our will and against fair and just access to elected government . Consider who will benefit and trace the beneficiaries to see the webs of influence and money. We need and want properly evidence based planning with environmental and social impacts considered as robustly as the economic impacts/private windfalls. SHAME on the Baird government.

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Content:
SUBMISSION TO M5 EIS

[REDACTED]

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ADD YOUR OWN COMMENTS HERE:

It really looks as though this project is being pushed through without genuine, extensive research into the real consequences of creating WestConnex... there are other alternatives and if they really are not viable I would want to have explained why not? I was open to this plan but too many cracks are appearing and it appears that you are committed to its creation... no matter what serious issues continue to arise!

I have not made a reportable political donation.

[REDACTED]

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[Redacted]

Content:

It is very clear the westconnex is not the solution for Sydney. You have to ask why would one want to induce more cars and pollution?

The outsize St Peters interchange dumped into a century-old inner city suburb forcing heavy volumes of vehicle traffic into local roads never designed to carry it. The M5 EIS admits the completed tollway(s) will generate worse congestion on the Princes Highway at the junctions with Railway Road and Campbell St and the junction at Campbell and Euston Roads.

Another big reason to object to the westconnex

[Redacted]

[Redacted]

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[Redacted]

[Redacted]

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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Content:
To the Director, Major Planning Assessments, Department of Planning

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

Global experience of major toll road construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and encourage more car use, quickly filling the increased road capacity. It is not a long-term solution to Sydney's congestion problem.

The fact that the State 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.

This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal because:

- 1) The New M5 will have devastating impacts on our local communities and local amenities.
- 2) The New M5 will be a massive contributor to greenhouse gas emissions, while destroying important habitat and greenspace.
- 3) WestConnex and the New M5 is a financial black hole that won't solve Sydney's traffic congestion.
- 4) The WestConnex project including the New M5 lacks transparency and accountability.
- 5) The WestConnex project comes with no real evaluation of alternative options such as world class public transport.

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[Redacted]

[REDACTED]

[REDACTED]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: SP 75117 (2-14 Lawrence St, Alexandria) - Executive Committee Company
Organisation: SP 75117 (2-14 Lawrence St, Alexandria) - Executive Committee (Secretary)
Govt. Agency: No

[Redacted]

Address:
[Redacted]

Alexandria, NSW
2015

Content:
See submission attached

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Submission on WestConnex New M5 EIS, project number SSI 14_6788

We strongly object to the proposed New M5 and the entire WestConnex project and request that you refuse the proposal for the following reasons:

1. The social and environmental impacts described in the EIS are unacceptable and far outweigh any benefits of the project. Because of flaws in the modelling, the actual impacts are likely to be even greater than those forecast.
2. As the motorway tunnels are being constructed to accommodate three-five lanes each direction, the EIS should assess the impacts of the project's ultimate capacity rather than:
 - examining an artificially constrained capacity of two lanes in each direction, and
 - addressing the project's ultimate capacity in subsequent assessments.

This is of particular concern as the, currently proposed, incremental approach would diminish the rate of growth of traffic by comparing the ultimate volumes with increased traffic that will result from the two x two lane configuration rather than the existing baseline traffic volumes. Such an approach is likely to have far reaching implications in relation to the surface road network (both parallel routes and feeder roads).

3. Many of the project objectives, such as congestion relief, could be met through better management of demand on the existing road network, e.g. through reform of road pricing. The corridor already has an extensive and high capacity road network; there is just too much demand at present for it to operate effectively. Adding more capacity will not lessen this demand; it will only serve to increase it.
4. A claimed benefit of the project is that daily traffic on the existing M5 East would reduce by 20-40 percent due to the new tolls. If it is acknowledged that tolls alone can be effective in meeting the main project objective (reducing congestion), then what is the rationale for adding more capacity?
5. The project is not in the public interest. It will be used by less than 1% of the NSW population each day yet the costs will be borne by the entire population. The rest of the population will pay dearly in terms of higher traffic impacts, poorer air quality, and state and federal taxes being diverted from public transport and other more worthy causes.
6. The project will cause immense social harm. It will destroy long-established communities. It will cause an increase in air pollution-related deaths and illnesses associated with petrochemical vehicle emissions/smog. The air quality study in this EIS shows that some communities will be exposed to increased doses of dangerous pollution, especially those living in the vicinity of the project's surface roads and unfiltered stacks. Drivers in the long tunnels are also likely to experience high levels of exposure, particularly those on motorbikes. It is unacceptable for the NSW Government to deliberately place the health of citizens at risk in this way.

There is overwhelming international evidence now from organisations like the World Health Organisation (WHO) that shows that traffic-based air pollution increases the number of heart attacks and strokes people have. It increases deaths from heart disease, and respiratory disease. There is some new evidence from WHO that links this pollution to impaired lung growth in children and diabetes. These health effects occur both with long-term exposure and repeated short-term exposure, and there is no safe level of exposure to this pollution.

7. There are numerous ways of spending \$16.8 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction.

8. The average daily travel time in Sydney has been stable at about 80 minutes per person for decades, while the average trip distance has increased substantially. In this time, billions have been spent on tollways. Travellers are spending more than ever on tolls, yet are not spending any less time travelling. The higher speed of tollways has simply encouraged people to move further from work, drive more, and make longer trips than before, for example, visiting shopping malls instead of local shops. It has made road more attractive than rail for freight.
9. The EIS authors (AECOM) have not modelled or objectively assessed alternative policy scenarios that could meet the transport/accessibility needs of NSW's growing population (individually or in combination), e.g.:
 - Greater investment in mass/public transport;
 - Demand management/road pricing reform
 - Land use planning that places homes, employment and services closer together
10. Concern is expressed that the analysis does not include any consideration of the overall environmental costs or benefits of the various project alternatives. Additionally, the alternatives considered did not include a hybrid version which included public transport and rail freight investment in combination with limited strategic road improvements.
11. The Traffic and Transport Assessment does not stand up to scrutiny. There is not enough information about the methodology, input data or assumptions for the forecasts to be independently verified. In particular the assumed toll price, on which the traffic forecasts heavily depend, has not been stated.
12. The New M5 would cause costly traffic chaos throughout the inner west and south-west Sydney. It is unacceptable that no traffic modeling was only done past two intersections after the end of the project. Even so, this EIS still makes it clear that this project will provide no solution to traffic congestion, as it shows several intersections across the project route will remain at Level of Service F (i.e. the worst possible level, and the one that is indicative of system failure) after the project. It also shows that many already congested roads along the route will get worse, including those around the St Peters Interchange, Bexley, Rockdale, Kingsgrove and Brighton-Le-Sands.
13. For the Medium Term (2021) much of the traffic modelling conducted for the EIS examines operation of the M5 motorway itself, with only limited reference to the adjacent surface road network. The analysis provided generally indicates that the completion of the New M5 will improve traffic flow on the M5. Notwithstanding, the analysis of the adjacent surface road network generally indicates increased traffic volumes including:
 - 86% northbound and 41% southbound on Euston Road during the AM Peak;
 - 56% northbound and 45% southbound on Euston Road during the PM Peak;
 - 42% eastbound and 30% westbound on Railway Road during the PM Peak

In the longer term (2031) the EIS considers a completed WestConnex Motorway and the proposed "Southern Extension". It is evident that the completed WestConnex Project (including the Southern Extension) will result in significantly increased traffic volumes on the adjacent surface road network, including:

- Northbound peak period increases on Euston Road of 114% and 96% for the AM and PM respectively;
- Southbound peak period increases on Euston Road of 63% and 44% for the AM and PM respectively
- Southbound peak period increases on King Street of 62% and 23% for the AM and PM respectively;

- Westbound peak period increases on Gardners Road of 23% and 46% for the AM and PM respectively.

It is evident that that the project will actively worsen congestion in many parts of Sydney, and make little impact on congestion across the rest of the city.

As residents of Alexandria, living in close proximity to Euston Road, the abovementioned traffic increases are particularly concerning in terms of the impact on our amenity including, but not limited to, traffic congestion, air quality and traffic noise pollution.

14. It is considered that the traffic modelling included in the Environmental Impact Statement is limited and may significantly underestimate future traffic volumes and congestion that will be experienced both in the 2021 and 2031 scenarios. The significant investment of public and private funds which will be required to deliver the projects should justify a fully co-ordinated, evidence based assessment of the how the WestConnex project will contribute to the liveability and social, economic and environmental sustainability of the city.
15. The WestConnex Motorway Project, including the New M5, is not in keeping with world's best practice urban development, particularly in terms of its encouragement of private vehicle use over public transport. It is requested that the proposed New M5 be benchmarked against other high quality international land use/transport solutions to deem its relevance and appropriateness, or otherwise. Furthermore, an alternative which combines strategic, site specific road improvements with public transport improvements should be examined and compared to the tunnelled motorway option currently being pursued.
16. A broader base of environmental consideration should be used to assess the project. Such consideration should include a larger scale analysis of the implications of encouraging private car use ahead of public transport.
17. The New M5 is a key component of the WestConnex and should be considered in conjunction with detailed analysis of the total project, including its proposed northern and southern extensions. Only then can the true impacts be established. Independent transport modelling experts have found scores of problems with the application of the WestConnex Road and Traffic Model, which has not been released for scrutiny. It would be negligent for any government to go ahead with a project based on uncertain predictions. What is even more worrying is that the proponent now concedes that it cannot make this model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS fails to assess this.
18. Assessment of the project should consider the implications of leaching patrons from existing (or likely future) public transport services and how that reduction in patronage may impact on Sydney's public transport systems in the longer term.
19. Further information and consideration by the NSW State government is requested to ensure that the WestConnex Project is considered in light of the numerous urban revitalisation projects currently proposed for the Sydney Region.
20. The EIS generally focusses on a narrow corridor of influence with little consideration being given to the broader impacts of such a major shift in the approach to catering for travel demand across the Sydney Region. The impacts of a motorway project of this magnitude, particularly in terms of the overall WestConnex Project including its potential northern and southern extensions) are far reaching and should include large scale impacts including broader environmental, sustainability, public health and wellbeing, and land use/transport integration issues.

21. The project will cause irreversible biodiversity loss and reduce social and visual amenity across the route. The spaghetti junction is hardly a justifiable urban design outcome.
22. The proponents have misled the public about its plan to take 14,000 square metres of Sydney Park. For months it said it would only take 8,000 square metres, leaving it until the EIS was lodged to inform the local council that it planned to forcibly acquire the rest. This will diminish the enjoyment of the park in many ways. Peaceful paths, exercise equipment, children's play areas and sporting grounds, and more will all be adjacent to a major highway. This is completely unacceptable, as is the destruction of other vital community parks along the route.
23. Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the project route would be destroyed for these projects. Some of these, such as the endangered flora and fauna, were species that the RMS was legally obliged to maintain and protect as part of construction for the M5 East. Others, such as the M5 Linear Park and trees lining the noise walls, are spaces the local community has built up over many years after their community was carved up the M5 East. For all of this to be swept aside for this toll road is not only unacceptable – it is undemocratic and a grave violation of the government's environmental and legal responsibilities.

Executive Committee
SP 75117
2-14 Lawrence St
Alexandria NSW 2015

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Maggie Stein
Organisation: Stein Press (Stein Press)

[REDACTED]

Address:

[REDACTED]

Newtown, NSW
2042

Content:

I'm strongly opposed to the West Connex development. This so called development will severely impact on suburbs close to the roads including Green Sqaure, Erskineville and Redfern. Not only will these suburbs suffer from increase traffic they will become more polluted by particulate matter and noise. We need to spend big on public transport and cycling infrastructure to ensure our city is still pleasantly liveable in the near future. There is plenty of evidence that building more roads does not solve traffic issues - creating better public transport infrastructure will !

I'm also strongly opposed to any of Sydney Park being resumed for this project.

[REDACTED]

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[REDACTED]

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

Content:
Please refer to my submission for further comments.

[Redacted]

[Redacted]

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[REDACTED]
[REDACTED]

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

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

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

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

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

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

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

ADD YOUR OWN COMMENTS HERE:

I have grave concerns about the impact of the WestConnex exits being so close to an already densely populated residential area with further development on the way. There is already a lot of traffic on the major roads and at peak hour these can be at a stand-still---eg Mitchell and Euston Roads. Even with road widening which will in itself lessen the public amenity, this will still result in an unacceptable volume of traffic on these main roads. Inevitably drivers will seek short-cuts and ways around these log-jams, meaning that there will also be considerably more traffic on local, residential streets. If the planners of the motorway lived in Alexandria I am sure they wouldn't have made such a short-sighted decision to locate these exits where they have indicated.-This plan needs a major re-think.-----

I have / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Sharon Laura
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
2045

Content:

I object to the proposed new M5 motorway. It won't work. It will cause traffic jams and chaos throughout all of Sydney. WestConnex as a whole is not a proper transport solution. It is a dud of a project, that will cost the tax payer dearly in it's failure. It is a transport scheme that has evolved to benefit special interest groups that will profit from it - rather than for the benefit of the travelling public. The traffic modelling for the new M5 does not stack up. The new motorway will induce road chaos and car dependence. As a consequence, there will be greater traffic pollution as more people are forced into their cars. Increased traffic pollution will cause and contribute to increased adverse health impacts among the population. Particularly in streets and the areas around interchanges and on/off ramps to the tunnel. I also object to the fact that increased traffic pollution caused by the new M5 tunnel will also significantly contribute to increased pollution throughout the Greater Sydney Region air basin. Also the EIS does not accurately and fully document or cost the long term adverse health consequences of the proposed M5. It is impossible for a layperson to wade through the many hundreds of pages on air quality in the EIS. The way this information has been presented has all the hallmarks of a 'snow' job to drown readers in unintelligible and incomprehensible figures - that were NEVER simply explained at ANY of the information sessions conducted around the exhibition of the M5 EIS. It is well known by many scientists and health experts and scientists, that there are no safe limits of exposure to ultra fine particulate matter caused by traffic pollution. And yet, what is proposed is going to cause increased private and commercial vehicle travel, which will inevitably increase toxic pollutants into the very air we all forced to breathe.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Jonathan Nicholas
[Redacted]

Address:
[Redacted]

Tempe, NSW
2044

Content:
See attached PDF

[Redacted]

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[Redacted]

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[Redacted]

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Content:

Having moved back to Sydney from Melbourne via Italy, I am horrified at the unplanned and downright stupid planning decisions that have been made. Plans are half-baked, ill thought out and designed to benefit the few. Australia has very little future if you plan on most of the country's population residing in one of two cities.

The quality of life in Sydney can best be described as lousy and the NSW government is doing little to improve it. The amount of money wasted on stupid projects (e.g. rebranding Transport NSW as Transport for NSW) is breathtaking.

However, it's good to see that Sydney-siders are starting to wake up to the fact that their government is in the pockets of the developers. When even local councils can't fight development, you know money and favours are changing hands.

[Redacted]

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▣

SUBMISSION TO M5 EIS

[REDACTED]

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

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

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How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Ida Lawrence

Address:
[Redacted]

Alexandria, NSW
2015

Content:
SUBMISSION TO M5 EIS

NameIda Lawrence
Full address [Redacted] Alexandria NSW 2015

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

ADD YOUR OWN COMMENTS HERE:

I am particularly concerned about the proposed M5's effect on local air pollution through increased traffic spilling off the new M5, increased traffic in local streets (as a result of the new M5), and the implementation of unfiltered exhaust stacks from the M5. I am concerned the EIS has not properly reviewed the impact of the new M5 on air pollution and its possible short and long term effects on local residents' health - many of whom are children. I am concerned that increased levels of fine particulate pollution from the M5 may lead to increased cases of cancer or respiratory illnesses in this densely populated neighbourhood.

I am also distressed to hear about WestConnex's plan to destroy many thousands of square metres of Sydney Park in order to build the new M5. Sydney Park is one of this area's great assets - bringing communities together and attracting birdlife as just two of its positive impacts. This public space must be preserved for the sake of present and future generations' health, well being and connection with nature.

I recently travelled to Tokyo and witnessed their incredibly fast, frequent, reliable and affordable train and subway transport systems. I do not understand why the NSW Government is putting all this money into WestConnex and encouraging more cars on roads, especially when Sydney's public transport systems are lacking, and when there is evidence WestConnex's project is at odds with what expert urban planners and governments worldwide are doing to reduce greenhouse gas emissions. The NSW Government needs to invest in its public transport systems, linking Sydney's communities efficiently while preserving - or improving! - the mobility, street life and health of its communities in this way.

I call for the rejection of the new M5 and for an inquiry into the planning of Westconnex.

I have not made a reportable political donation.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

[REDACTED]

Content:

I strongly object to the proposed New M5.

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

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

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

▪

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

NO CARE FOR THE AFFECTED

The psychological and social distress and monetary loss caused by the forced acquisition of dozens of homes and business premises in St Peters, which will break up communities established for decades. There is no assessment of this in the Social and Economic Impact study and barely any mention in the health impact study.

Just another of hundreds of reasons to object to the westconnex

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Bradley Mathers

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

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[REDACTED]

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[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Peter Talmacs

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

SUBMISSION TO M5 EIS

Name Peter Talmacs

Full address [REDACTED] Alexandria 2015

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[Redacted signature block]

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

Content:

BLURRING THE LINES

The failure to provide detailed plans so residents can see and assess what are the real, proposed changes to Campbell Road and St, intersections with Burrows Rd, with the Princes Highway, with Church, St Peters, Hutchinson and May Streets and Unwins Bridge Road and environs. This is a dereliction of the statutory duty of providing an accurate Environmental Impact Assessment. I reject this form of broad brush planning in which companies are given contracts and then request approval before any detailed design to inform the community on the actual nature of impacts is completed. Just another of hundreds of reasons to object to the westconnex

[Redacted]

[Redacted]

▪

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Tristan Goode
[Redacted]

Address:
[Redacted]

Surry Hills, NSW
2010

Content:
Please find my submission attached

[Redacted]

[Redacted]

[Redacted]

[Redacted]

▪

SUBMISSION TO M5 EIS

Name Tristan Goode

Address [REDACTED] Surry Hills, NSW 2010

Phone [REDACTED]

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

I would like to see the focus of the NSW Govt to improve public transport all over Sydney.

I would like to major improvements to the existing roads such as:

- Significant improvements to surfacing. Roads like Bourke Road and O'Riordan Street are goat tracks.
- Improvements to traffic flow of existing roads. As an example, Left turn on Red lights should be allowable by default at all intersections.
- Re-routing of some bike lanes in industrial areas to use the substantial and usually wasted footpath space.

As an example of the misleading and misguided strategy of building more and more roads is, Before the cross city tunnel was built we were shown pictures of how idyllic Fitzroy and Foveaux St would become. The reality is that the cross city tunnel was a poor decision and the traffic on Fitzroy and Foveaux St did not decrease at all.

We only have to look at the Albert "Tibby" Cotter Bridge to see how the NSW Govt can make incredibly poor infrastructure decisions.

I have not made a reportable political donation, and I am a lifelong resident of NSW. This proposed new M5 must not be constructed.

Kind Regards
Tristan Goode

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Matt Smyth
Organisation: Arncliffe Public School P&C committee (Secretary)
Govt. Agency: No

[Redacted]

Address:
[Redacted]

Arncliffe, NSW
2205

Content:
See attached.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Submission: WestConnex New M5 Environmental Impact Statement (SSI 14_6788)

29th January, 2016

To the Director, Major Planning Assessments, Department of Planning

Arncliffe Public School's P&C committee wishes to express its concerns about the WestConnex New M5 motorway proposal. Our concerns are specific to our campus but mirror many of the concerns of other schools on the proposed WestConnex routes.

We ask that the following specific concerns be addressed:

Time-frame provided to respond to EIS

We protest that the submission period was too short, and timed too inconveniently, to allow adequate analysis and consultation within our school community, particularly given the scale and complexity of the EIS. Our interests are in the wellbeing of the school community, which largely disbands across summer break, making timely consultation with the parent community highly impractical. Therefore the timing for submissions has significantly limited the extent of our analysis of the EIS and the depth of our response.

As a local primary school with land bordering the project area in Arncliffe we feel the school should have received direct consultation on this project and ask that this is the case for future consultation processes. We note that the EIS Executive Summary indicates that "presentations and meetings" have occurred with local schools. To our knowledge this has not been the case at Arncliffe, which is disappointing given our proximity to the Arncliffe ventilation outlet and other infrastructure related to the project.

Our degree of trust in the integrity of the consultation process has been eroded by this timing, and by our understanding that the government has already committed to huge contracts. **In light of these concerns we ask that Arncliffe Public School be directly consulted about the future impact of the proposal, and be offered representation on any local consultative body.**

Air Quality

We are very concerned that there will be an increase in dangerous emissions in the areas close to Arncliffe Public School. It's not acceptable for a government to place the health of citizens, particularly children, in jeopardy. We 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 EIS indicates that the Sydney region experiences only rare periods where air quality is below agreed safety levels, and that these instances are almost completely associated with external factors such as fires and dust storms. This information seems to be at odds with information provided in an article in the Sydney Morning Herald (31-12-15; <http://www.smh.com.au/environment/sydney-air-pollution-exceeds-national-standards-nsw-environmental-protection-authority-report-shows-20151230-glwzck.html>).

Our school sits 100m from the Princes Highway intersection with Wickham St. Contour maps in the EIS indicate that our location is expected to experience increased concentrations of pollutants,

based on the proximity of the Arncliffe ventilation outlet. Although modelling predicts negligible increases, we are concerned that these increases may become significant if modelling proves to have been incorrect. **Does the modelling indicate expected peak concentrations at the school when winds send the waste supply directly towards the school from the ventilation stack?**

We cannot see explanation of the contingency measures to be taken if the effects of construction and/or operation are significantly worse than predicted. The EIS assumes air quality modelling is sufficiently conservative to ensure that air quality will remain above safety standards. However, models can be wrong and the SMH article indicates that levels are already too high in many instances. We note that a recent Westconnex fact sheet about air quality states that air quality will be monitored for 2 years after the project is completed, but fails to state what action will be taken if air quality deteriorates more than expected. **This offers no real assurance of public safety.**

As such, we are not sufficiently reassured by the EIS's indication that the increase in emissions will be negligible. We are concerned that our children's health will suffer from the emissions from the Arncliffe ventilation stack, as well as the increased vehicle and dust pollution during the construction period.

We request the following action:

- Install an air quality monitoring station at the school or very close by, well before the new M5 tunnel project begins operation, to take baseline measurements of pollution, including PM2.5 and all emissions for which there are air quality standards.
- The air quality monitoring system should be installed at the school on a permanent basis and should have an alarm trigger in the event that air quality emissions rise above the minimum health standards. The system should be tested and monitored by an independent party that supplies reports to the Department of Education on a monthly basis. The school should have the capacity to monitor the air quality, and could potentially take this on as an authentic educational activity.
- Leave the monitoring station operating after the new M5 tunnel opens to monitor emissions at the school. We request this data be provided frequently to the school and that action is taken immediately if there is a measurable impact on pollution levels.
- Ensure that an adequate, affordable improvement is earmarked as a contingency in case of deteriorating air quality. Describe this to the school.
- Provide modelled predictions of worst-case air quality in the vicinity of the school, incorporating worst-case traffic congestion in the tunnel and on local roads, and wind directed from the ventilation plant to the school.

Dust

We are concerned that our children's learning and play at school will be affected by dust generated during construction

We request the following action:

- That the school is advised of construction activities that will generate and increase dust particles around the school.
- We also request compensation for the additional electricity costs associated with running the air conditioning if windows cannot be opened due to high dust particle concentrations.

Noise and vibration

We are concerned that our children's learning and play at school will be disrupted by noise generated during construction by heavy machinery and vehicles operating close to the school and by vibrations during tunnel construction.

Arncliffe Public School is not mentioned in the EIS with regards to noise and we request that specific consideration be given to the impact on the school given its close vicinity to the construction and the vulnerability of the children within the school due to their age.

We request the following action:

- Conduct a noise assessment before and at the commencement of the project to determine if the school is impacted by additional noise.
- If the school is impacted, noise mitigation measures for the school to be undertaken. E.g. Amend work schedules as required so that students' learning and play is not affected by noise. This may include regular consultation with the school to ensure noise is reduced during, for instance, exams, music rehearsals, school assemblies and lunch/recess when students are outside.

Traffic and Congestion

The impact of hundreds of diesel trucks, dust, noise and vibrations during construction has not been properly assessed. This project will increase traffic in the residential streets around Arncliffe Public School, adding to already unhealthy traffic congestion during peak hours on the Princes Highway and Wickham Street.

This project will also decrease parking in our local area due to a reduction in existing parking spots on the Princes Highway and contractors parking on local streets during the construction period.

The WestConnex project comes with no real evaluation of alternative options such as world class public transport. Page 4-11 of the EIS indicates that extra buses on existing roads simply increase traffic congestion unless simpler faster routes are developed, but there is no evidence provided to support this. This argument is used to justify the construction of the Westconnex projects instead of investment in public buses. Our logic suggests that a bus carrying several dozen people on existing roads is removing several dozen cars from the road, so more buses could be expected to improve congestion. Investment in dedicated laneways or other alternatives to support bus movements on existing roads has not, to our knowledge, been clearly eliminated as a worthy alternative. **Thus we request further justification that extra buses would increase traffic congestion.**

We understand that the tunnel is predicted to reduce freight traffic on existing roads, and facilitate more efficient combustion conditions for motorway traffic, thus reducing emissions overall. However, these reductions rely entirely on predicted changes to traffic patterns, so we **seek extra information regarding the basis of these predictions.**

Environment

The threat this project poses to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation, has been poorly analysed and severely underestimated in this EIS. 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.

We request that

- a specific quota is set for new trees and other planting in the community to replace any plants and trees cleared during construction, particularly in the most affected areas around the Arncliffe ventilation stack and other tunnel buildings.
- strategies be implemented to prevent contamination of the frog ponds beside the Arncliffe construction facility.

In conclusion

We request that a representative from Arncliffe Public School be invited onto the community consultative committee for this project.

We request a response to the concerns outlined in this submission and invite a representative to meet with the School Principal and members of the school council, who can be available on Monday 8th or 15th February in the morning.

Yours sincerely,

Matt Smyth

Secretary

Arncliffe Public School P&C committee

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Katrina Clauscen
Organisation: Aptira Pty Ltd (Aptira Pty Ltd)

[Redacted]

Address:
[Redacted]

Surry Hills, NSW
2010

Content:
Please see my attached submission.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

▪

SUBMISSION TO M5 EIS

Name Katrina Clauscen

Address [REDACTED] Surry Hills, NSW 2010

I strongly object to the proposed New M5.

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

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

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

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

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

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

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

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

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

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

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

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

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

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

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

I would like to see the focus of the NSW Govt to improve public transport all over Sydney.

I would like to major improvements to the existing roads such as:

- Significant improvements to surfacing. Roads like Bourke Road and O'Riordan Street are goat tracks.
- Improvements to traffic flow of existing roads. As an example, Left turn on Red lights should be allowable by default at all intersections.
- Re-routing of some bike lanes in industrial areas to use the substantial and usually wasted footpath space.

As an example of the misleading and misguided strategy of building more and more roads is, Before the cross city tunnel was built we were shown pictures of how idyllic Fitzroy and Foveaux St would become. The reality is that the cross city tunnel was a poor decision and the traffic on Fitzroy and Foveaux St did not decrease at all.

We only have to look at the Albert "Tibby" Cotter Bridge to see how the NSW Govt can make incredibly poor infrastructure decisions.

I have not made a reportable political donation, and I am a lifelong resident of NSW. This proposed new M5 must not be constructed.

Kind Regards
Katrina Clausen



[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Owen Price
Organisation: South Sydney Greens (Secretary)
Govt. Agency: No

[Redacted]

Address:
[Redacted]

Darlington, NSW
2008

Content:
See attached file

[Redacted]

[Redacted]

[Redacted]

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South Sydney Greens

Submission on the Environmental Impact Statement for the Westconnex Stage 2 (M5)

Background

South Sydney Greens (SSG) is a group of 175 members affiliated to the NSW Greens. We have campaigned for political representation on environmental and social issues for 30 years. Our group strongly objects to the Westconnex stage 2 (M5) proposal and the Environmental Impact Statement (EIS). The WestConnex project is completely at odds with what contemporary urban planners and governments worldwide are doing to reduce greenhouse gas emissions and create sustainable living and work environments for local communities. By encouraging a car dependent society, this project will lead to increased greenhouse emissions and reduce the mobility, street life, small businesses and health of communities in inner and south west Sydney. The EIS ignores many serious environmental concerns. We identify deficiencies in 5 main areas, as outlined below.

1. Lack of consideration to alternative solutions

We note that other great cities around the world rely far less on private vehicle use. In London for example, the rate of private vehicle use for work is half that in Sydney and public transport use is double. In Paris, private vehicle use is less than 1/6th of that in Sydney. Since nearly four times as many people can be transported in a single lane using train or light rail than by car, emitting far fewer pollutants, public transport systems are the obvious solution to Sydney's main traffic issues. The NSW Greens 2020 Transport plan will redirect \$4.5 billion of investment from toll roads to public transport in Sydney and regional centres. Our initiatives include: i) extending light rail from the CBD through Zetland/Rosebery/Kingsford and loop back to the CBD through Waterloo; ii) buying back the Airport Rail link and remove access fee to increase usage; and iii) adding a new Airport Rail link station at Doody St Mascot.

2. Greenhouse Gas Emissions

In order for the world to stave off the worst effects of global warming (e.g. to keep warming to within 2 °C), we must rapidly reduce Greenhouse Gas (GHG) emissions. This is an accepted fact. However, the Westconnex motorway plans to increase vehicle emissions by 27% over the next 10 years. This is incompatible with society's needs and the agreements signed by Commonwealth and state governments.

The EIS for stage 2 (M5) of the Westconnex motorway attempts to calculate future emissions from the construction and operation of the road and from the vehicles that will use it. The construction phase will cause a large amount of one-off GHG emissions (473,000 tons), but the vehicles using the road will generate even greater emissions (~7 m tons/yr) on an ongoing basis. The calculations for the construction and operation (14,000 tons/yr) seem reasonable. However, the EIS predicts that by 2031, GHG emissions from road use will decrease by 229,000 t/yr (2.9%) compared to a scenario based on doing minimal road works and this prediction is flawed. The EIS calculation takes several factors into account: the general projected growth of road traffic across Sydney; the likely preferences of road users to change their current routes to use the new toll; the reduction in congestion from adding new capacity and induced travel (the tendency for more journeys to be undertaken just because of the increased ease of travel).

The calculation of GHG emissions in the EIS contains three fundamental flaws:

- 1) **The actual 27% increase in emissions is ignored in the EIS conclusions.** The modelling included in the EIS predicts an actual 27% increase in GHG emissions between 2021 and 2031 with the project (current emissions levels are not included). This is completely incompatible with Australia's commitment to reduce GHG emissions by 28% by 2030 or with the agreements reached at the Paris Conference to be carbon neutral by 2050. We need to be moving rapidly to reduce road travel, which is highly inefficient compared to alternative forms of transport. For example, road haulage emits three times more GHG than rail for the same tonnage. The EIS does not take into consideration the significant increase in emissions that will occur under this project, as well as under the do-minimum scenario, neither of which will meet NSW or Australia's needs or obligations.
- 2) **The EIS relies on a false comparison.** The EIS compares the GHG emissions of Westconnex traffic to a scenario without major road works. Considering that billions of dollars of public money is being spent on the project, the proper comparison should be with investment in an alternative project that delivers a reduction in road use (and hence emissions). The predictions assume that road traffic will be about 107,000 journeys per day in each direction in 2021 and 130,000 by 2031. A light or heavy rail line, for example, could reduce road traffic by as much as 40%, providing a much larger reduction in GHG emissions. Such comparisons, which are highly relevant, are omitted from the EIS for Westconnex.
- 3) **The EIS ignores induced travel.** One of the basic rules of transport planning is that increased road capacity, in the absence of alternate transport options, will cause a corresponding increase in traffic. While the EIS acknowledges such an "induced travel" effect, its assumptions are not detailed in the 258 page transport report. The report seems to have hugely underestimated the effect, as can be seen in some of the predicted traffic volumes. For example, it predicts if that all of Westconnex is built, traffic flows in the project area will be reduced by 10% and on the Pacific Highway around the Cook River by 70% compared to the do-nothing scenario. This conclusion must be based on some childish naive assumptions and ignores the much more likely scenario that road users will happily counteract any decrease in travel times with an increase in use. The GHG emissions reductions referred to above, and predicted in the EIS, are dangerously reliant on the supposed reduction of congestion. Induced travel is likely to offset any predicted

GHG emissions reduction and could conceivably lead to a significant increase in emissions under the Westconnex scenario.

3. Congestion, noise and air pollution

Under the EIS modelling approximately 100,000 vehicles per day will exit the new M5 and join local roads in St Peters, Alexandria and Newton. This is in addition to similar effects from the new M4. Euston Road alone will have 71,000 vehicles per day. In fact the actual numbers of cars might be much higher due to factors such as induced traffic (mentioned above in section 2) and by admission in the EIS of considerable uncertainties. Even according to this limited modelling which only extends 2 intersections past the project area, in the morning peak, 11 major intersections in St Peters and Alexandria would be the same or worse with the Westconnex after the New M5 is built in both 2021 and 2031. The local road network will be completely choked by the anticipated number of vehicles. In addition, up to 5000 trucks per day will be driving around St Peters during the construction phase.

Apart from the inconvenience caused by this increase in traffic, there will be accompanying noise and particulate pollution. The contractors have been allowed to build unfiltered exhaust stacks on the underground sections of the road, despite the fact that the same builders have been required to filter similar stacks in other projects. Clearly this will have an adverse effect on public health.

4. Inadequate Community Consultation and Modelling

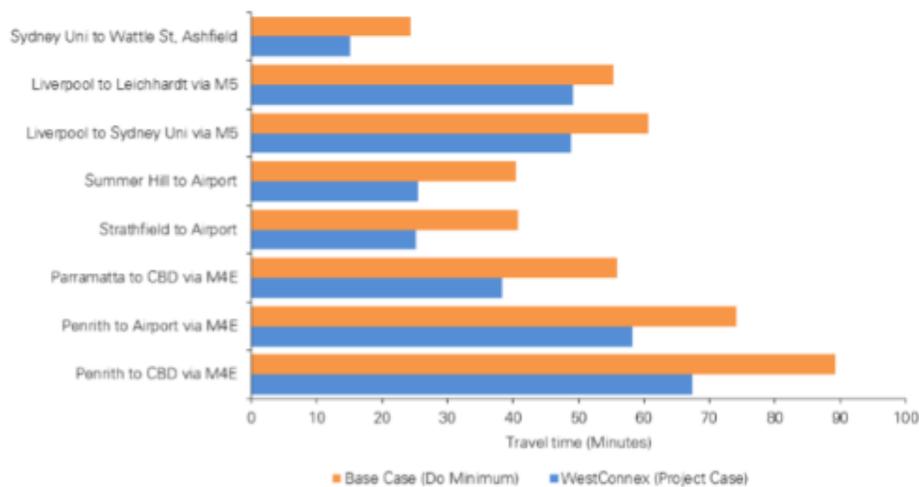
The business case for Westconnex appears to be premised on providing more roads for private vehicle traffic without consideration of alternative mechanisms for managing car usage to reduce congestion and to provide more efficient and cost effective mass transit systems. Despite significant examples in Sydney alone of failed tollways, which have not reached projected demands, another tollway, larger than any other, is proposed to solve Sydney's (real) congestion problems.

The release of the business case in November 2015, after the date of the exhibition of the EIS, suggests that the project was decided on well in advance of the business case being prepared, and certainly that the business case was not properly analysed or considered by government prior to embarking on the project.

The State Government has publicly announced plans to spend \$16.8 billion on an inner city tollway to connect the M4 to the M5 via a tunnel which will be one of the world's longest, and certainly one of the most expensive. The business case claims that, in today's dollars, WestConnex will cost \$13.5 billion (the discrepancy is not explained) and deliver \$21 billion worth of benefits. Of the \$21 billion worth of benefits, \$13 billion are 'travel time' savings, the dollar value of the time saved by users of WestConnex over all the different sections of road that will make up the whole WestConnex. The actual time savings (compared to the do-

minimum approach) as displayed in Chart 3 copied below are quite modest, averaging 13 minutes and less than 4 minutes for each section .

Chart 3: Change in modelled travel times in selected vehicle corridors (AM Peak 2031), WestConnex



Source: WestConnex Delivery Authority (2015), WestConnex Traffic Analysis - Traffic Patronage Report, January.

The risk for taxpayers of NSW is that motorists will balk at paying as much as \$10 one way (foreshadowed to rise by 4% a year) to save between 6 and 22 minutes and the tollway will not reach the projected returns on investment. If that risk is realised then NSW taxpayers will be obliged to make up the difference for decades to come.

The other risk with the over-optimistic projections is that the sale of the earlier stages to finance the later stages will not come to fruition and we will have only a dysfunctional first and second stage of the project with the increased congestion the M5 EIS admits will occur, especially in St Peters, Alexandria and South Newtown.¹ The business case should be audited by the Commonwealth Auditor-General to test its assumptions, correct the inconsistencies, apply Transport for NSW's own Guidelines and establish accountably and transparently the costs and benefits on a credible basis. Until this is done, we urge rejection of the M5 EIS and withholding of approval by the Minister for Planning.

We object to contracting AECOM at a cost of \$13 million of public money without any open tender process to produce the EIS despite its poor record of traffic modelling and conflicts of interest due to other WestConnex commercial interests that AECOM holds.

We object to the significant removal of scrutiny from the detailed planning, design, construction and management of this massive \$16.8 billion tollway project by handing it to a "private" company, Sydney Motorways Corporation, where costs are rising at the rate of \$2 billion a year and which are invisible to NSW taxpayers as the delivery of the project is no longer subject to the NSW *Government Information Public Access Act*.

This is compounded by the failure to submit detailed designs for the EIS analysis so that residents and businesses, taxpayers and citizens have no way of assessing the actual impact

¹ Appendix G Technical Working paper Traffic and Transport s. 10.3.2.2 p.254 Table 99

on their immediate vicinity and its environs. In particular, NSW Roads and Maintenance Services have not been required to release their Westconnex Roads and Traffic model so its assumptions and findings can be tested by independent councils, transport academics and other experts. We object to the failure in the statutory duty to provide an accurate assessment of such a major project of considerable costs to the NSW taxpayers.

We object to the failure to consult residents and businesses about the impact of the oversized St Peters Interchange and to the decision to limit the "footprint" of the interchange in the subject area of the EIS so that the real impact of the St Peters Interchange on local traffic conditions for residents and businesses in the surrounding streets is excluded from the analysis.

5. Loss of Parkland and habitat for threatened species.

1) Sydney Park. Sydney Park is an extremely popular park where residents and visitors walk, bike, relax and play. It is an ill-considered, inconsiderate, arrogant move to encroach and infringe on this open space and ignore the concerns of park users.

Concerns

1. There will be a loss of public space and amenity as some of Sydney Park is carved off for the creation of Westconnex. It will take a large chunk out of the south-eastern side, for a 'construction compound' that will reach almost to the large lake. This lake and surrounds were recently 'renovated' and improved. The lake is a seasonal home of black swans that breed in the lake. Last breeding season there were six black cygnets to be seen on the lake. Black swans are a rarity in the Sydney basin. A construction zone of heavy machinery and truck movements would undoubtedly have an impact on the migration of black swans to the area.
2. It will take off the southern corner, to create a massive intersection between Euston Rd, Campbell Rd and the tunnel ramps. WestConnex will chop 12 meters from the south side of the park – the width of two or three houses. This will wipe out most of the big old trees on that side of the park. Trees were difficult to grow in Sydney Park when it was first created because of the nature of the site and the soil that had been contaminated. Loss of any trees is significant.
3. Euston Rd will be carrying 70,000 vehicles. Campbell Rd will be carrying 60,000 vehicles. There will be two smoke stacks (which are called Ventilation Facilities in the plans, but don't be fooled. They're concentrated, unfiltered car exhaust). One will be right on the edge of the park – the other will be about 100 meters away.
4. And on the south side of Campbell there will be a four story spaghetti flyover. The flyover will be visible from half the park, and the noise and pollution from it and the smoke stacks and the extra traffic on Campbell and Euston will make Sydney Park a much less healthy place to be.

2) Loss of habitat. We strongly object to the removal of most of critically endangered Cooks River Iron Bark Forest at Kingsgrove and to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site. These threats have been assessed in a superficial and substandard way in this EIS.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
NO CARE FOR THE AFFECTED
The psychological and social distress and monetary loss caused by the forced acquisition of dozens of homes and business premises in St Peters, which will break up communities established for decades. There is no assessment of this in the Social and Economic Impact study and barely any mention in the health impact study.

Just another of hundreds of reasons to object to the westconnex

[REDACTED]

[REDACTED]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Ray Rice
Organisation: Bicycle NSW (CEO)
Govt. Agency: No

[Redacted]

Address:

[Redacted]

Concord West, NSW
2138

Content:
Please see attached submission from Bicycle NSW - the State's peak bicycle body who represents over 15,000 members and friends.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

28 January, 2016

Department Planning & Environment

GPO Box 39

Sydney NSW 2001

WestConnex – M5 East EIS

Thank you for the opportunity to comment on the West Connex – M4 East EIS. In looking at Active Transport (ie walking and cycling) it is worthwhile considering some facts from RMS and TfNSW publications:

- About 70% of people in NSW either ride regularly or would like to ride more and say they would if bike riding was made safer for them.
- There has been a 50% increase in riding to work in metropolitan Sydney since 2006. This would be indicative across the State.
- Bicycle sales exceeded 1.4 million in 2012-13 and have outstripped car sales for over a decade.
- The NSW Government has an aim of reducing cycling fatalities and injuries by at least 30% by 2021. Cycling infrastructure is a proven method of reducing cycling fatalities and injuries.
- The net economic benefit has been calculated as \$1.43 for every kilometre ridden.
- The NSW Government also has an objective of **doubling** the mode share of active transport to 5%.
- A primary method of achieving this aim is to consider cycling safety in **every infrastructure project**. This strategy is included in the RMS' own Bicycle Guidelines policy (p5)"

*"To improve the bike network by making comprehensive provision for bicycles on **all new major road infrastructure projects with a strong preference for off-road cycling.**"*

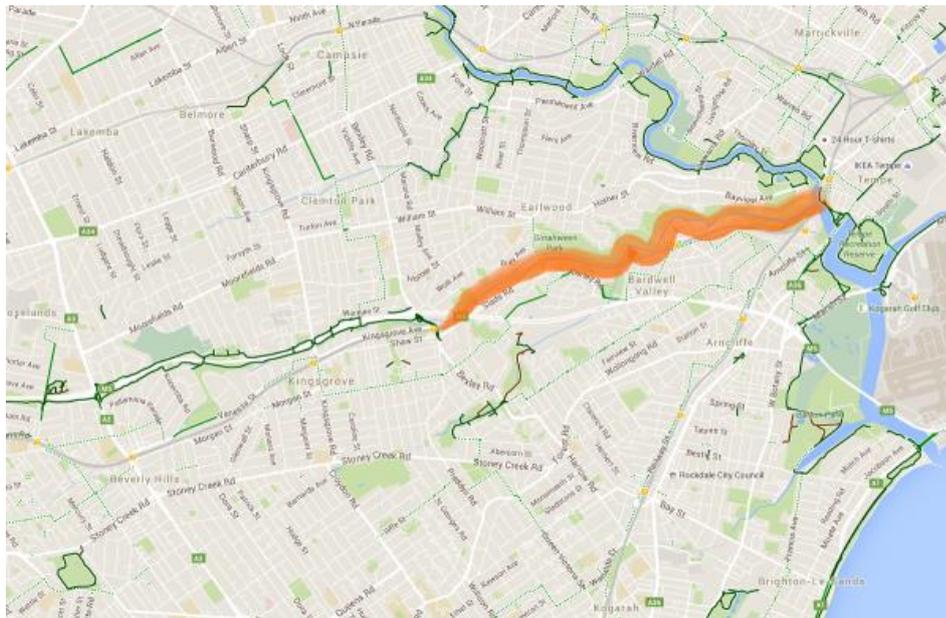
We note that proposed design **include very little provision of safe cycleways**. While the plans for the St Peters end present some needed cycling infrastructure, there is no provision of an end to end cycleway.

A great example of what can be done is the M7 Cycleway. It is safe, and grade separated from the motorway and cross streets. It forms an excellent commuter route for bicycles.

This is needed over the length of the M5 East. It is known from the EIS that extra traffic will use suburban roads which the bicycles now use. This will decrease bicycle rider safety. To alleviate this, a separated cycleway should be provided – with over/under passes of major roads. Items which should be part of the M5 East plans for cycling include:

- Grade separated overpasses of King Georges Rd and Bexley Rd and all roads in between. This will not only benefit active transport and safety, but also reduce intersection delays on these major roads.

- Improvements in the width and route of the cycleway from King Georges Rd to Bexley Rd. The future should be considered when constructing now. Don't just build a 2.4 metre wide path! Plan for 20 years plus, and make the cycleway at least 4m wide.
- A cycleway along the Wollu Valley from Bexley North to the Cooks River and Airport. This active transport link was proposed when the original M5 was approved, but was never constructed. The proposal for this critical infrastructure has now been named the "M5 East Green Link" and it should be a priority for the State Government.



While the merits of the M5 East are debateable, the State Government should seize the opportunity to provide a high quality active transport link, and help reduce the growing dependence on cars. We would be pleased to meet with the NSW Government to discuss this further.

Yours faithfully,

Ray Rice
Chief Executive Officer

C.P.Eng. F.I.E.Aust.

Bicycle NSW

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Hailiang Property Group Australia Pty Ltd. Company
Organisation: Hailiang Property Group Australia Pty Ltd. (Planning Consultant)
Govt. Agency: No
[Redacted]

Address:
[Redacted]

Circular Quay, NSW
2000

Content:
Please refer to submission attached.

[Redacted]

[Redacted]

[Redacted]

[Redacted]



15295
29 January 2016

Director, Infrastructure Projects Planning Services
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Submission: Via website

**SUBMISSION TO DRAFT WESTCONNEX M5 EAST (SSI 6788)
215-225 EUSTON ROAD, ALEXANDRIA**

We thank you for the opportunity to comment on the Environmental Impact Statement for the *WestConnex New M5* (SSI 14_6788) currently on public exhibition.

This submission has been prepared by JBA (Town Planning consultant) and Bitzios Consulting (Traffic consultant) on behalf Hailiang Property Group Australia Pty Ltd (Hailiang) in relation to a site at 205-225 Euston Road, Alexandria.

This submission relates to specific issues arising from a review of the Environmental Impact Statement (EIS) currently on public exhibition. Overall, this submission is supportive of the proposed design for Euston Road, specifically the proposed signalised pedestrian intersection, and the absence of a median strip or concrete barrier along Euston Road.

The key issues raised in this submission relate to:

- the impacts on existing and future uses for the site by way of access, during construction and thereafter;
- clarification of pedestrian and vehicle crossings east/west across Euston Road; and
- concern over potential traffic/parking impacts associated with changes in toll pricing and sensitivity analysis.

1.0 THE SITE

The site is located at 205-225 Euston Road, Alexandria on the western side of Euston Road between Sydney Park Road to the north and Campbell Road to the south. The site has a total area of approximately 2.15ha and has frontage to Euston Road of approximately 180m with three separate vehicle crossings. The site adjoins Sydney Park to the west. An aerial photo of the subject site is shown in **Figure 1**.



Figure 1: Aerial Photograph of the subject site (shown in red)
Source: SIX Maps

2.0 IMPACTS TO EXISTING AND FUTURE USES

Existing Use

The site is currently occupied by two, four-level commercial/industrial buildings supporting numerous commercial tenants. Tenants of the site include Fed Ex operating a 24/7 logistics and freight forwarding operation, and Kone elevators. The three vehicle crossings for this site are constantly utilised for access to and from Euston Road, from both directions. Currently, this access is unimpeded (left or right, in and out) and provides the necessary safe access required for large and heavy vehicles to the tenants.

Given the nature, significance, and scale of the existing Fed Ex operation on the site (as well as numerous other industrial uses) it is imperative that vehicle access be maintained at all times to the site, allowing vehicles to enter and exit onto Euston Road, in both directions. This access must be provided during construction, and subsequent operation of the New M5 East. In particular, this includes allowing access to and from the site for southbound vehicles.

Future Redevelopment

In accordance with the current zoning of the site under *Sydney Local Environmental Plan 2012* which is B4 Mixed Use and permits residential accommodation, Hailiang are considering plans to redevelop the site for mixed use residential development.

Should a development application be lodged for the redevelopment of the existing site, Hailiang intend to consult with the Roads and Maritime Services (RMS) and Sydney Motorways Corporation with regard to vehicle and pedestrian crossing locations.

3.0 CROSSINGS AND DESIGN

As noted above, numerous vehicle crossings are located along the Euston Road frontage of the site. Maintaining these vehicle crossings, and access into and out of the site is critical to the existing commercial/industrial type businesses.

Hailiang is supportive of the proposed pedestrian intersection (and particularly the absence of a median strip or concrete barrier) across Euston Road in front of the site (as shown below in **Figure 2**), as well as the central turn lane that would allow southbound vehicle to enter the site, crossing Euston Road.

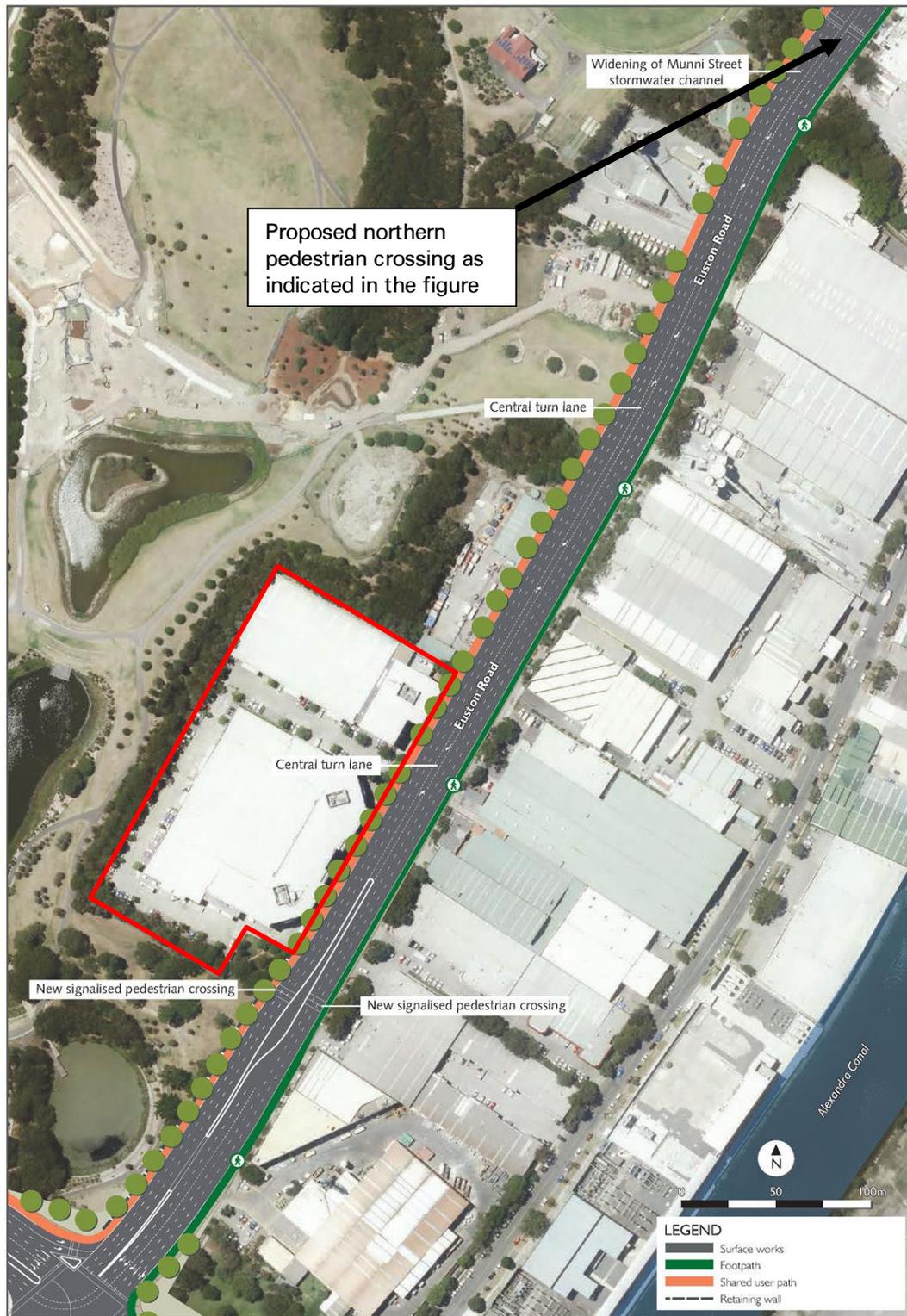


Figure 5-29 Euston Road widening and upgrades - map 1

Figure 2: Proposed Road Upgrades – Euston Road (site outlined in red)
 Source: Figure 5-29 of WestConnex EIS

It is also requested that WestConnex provide clarification that pedestrian crossing east/west across Euston Road further north of the site (as indicated on Figure 5-29 of the EIS) will be delivered. In the diagrams and EIS document, this is not clear, but is supported by Hailiang.

Should the site be redeveloped in the future, a signalised intersection for both vehicles and pedestrians may be required by Council. Any redevelopment and intersection arrangement will adhere to the fundamental principles presented in the EIS, and may improve on them as part of an integrated solution in consultation with the RMS and Sydney Motorways Corporation. Hailiang intend to keep RMS informed and consult on a regular basis as the development plans for the site progress.

4.0 TOLL PRICING AND TRAFFIC ASSUMPTIONS

It is understood that WestConnex will have a capped distance-based tolling system, similar to the M7. Whilst figures for 2015 tolling are provided by WestConnex, given the delivery timeframe of the WestConnex project as a whole (including the new M5 East), concern is raised with regard to certainty around toll pricing and therefore assumptions made within the traffic modelling.

The primary concern relates to the impact on potential traffic volume should the toll be reduced from the forecast price that is proposed to be adopted. The reasoning behind this is that the traffic modelling is currently showing areas of motorway avoidance due to the introduction of a new toll on the existing M5 East. Economic/community/political pressures may result in a lower toll price which will attract higher traffic volumes around Euston Road which will place greater pressures to restrict parking along Euston Road for extended periods of the day. In addition, in section 5.7 of the EIS (Local Road Upgrades) the existing on-street parking along Albert, Campbell, and Burrows Roads are all proposed to be removed.

The WestConnex project is removing a significant number of car spaces in the area surrounding the site. An area to the north of the subject site has the potential to reduce this impact through the provision of additional public parking directly accessible for patrons of Sydney Park. Under this scenario, it would be anticipated that the existing signalised pedestrian crossing (as per Figure 2) could be rationalised with a combined signalised intersection into the public car park, and potentially the subject site.

The existing 24/7 Fed Ex freight forwarding and logistics operation on site requires ongoing and reliable access to and from the site. The concept of a potential signalised intersection is welcomed, with a turning lane across Euston Road supported.

In summary, we:

1. are in support of the current plan to maintain existing access provisions into and out of the site from Euston Road, and this level of access is maintained during construction;
2. request further details on the proposed signalised pedestrian (and vehicle) crossing shown on the plans to the north of our site along Euston Road;
3. are in support of the absence of a median strip / concrete barrier along Euston Road; and
4. request further confirmation / clarification of traffic volume projections ranges expected under a range of toll pricing scenarios to better understand what parking impacts are likely to eventuate.

Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or sgouge@jbaurban.com.au.

Yours sincerely,



Stephen Gouge
Principal Planner

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Ben Southwell
[REDACTED]

Address:
[REDACTED]

Alexandria, NSW
2015

Content:
Objection to the fools creating this disaster

[REDACTED]

[REDACTED]

▪

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

ANOTHER EIS FAILURE

The failure of the flood and water quality assessment to consider localised flooding from heavy rain down Lackey and Hutchinson Streets into Campbell St despite evidence of more severe rainstorm events as a consequence of climate change. The elevation of Campbell St and the new median strip's effect on local flash flooding in Campbell St is not mentioned.

Monies paid to companies where there is a conflict of interest (i.e the same interest should not have occurred) Shame no one in government is standing up to this huge integrity issue.

Just another of 18 billion reasons to object to the westconnex

[REDACTED]

[REDACTED]

▪

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Name: Victoria Allan
[Redacted]

Address:
[Redacted]

Sydenham, NSW
2044

Content:

- * Tolls - it is expected tolls will be introduced on currently free to use roads. This will have an impact on local residents as no doubt, previously quiet residential streets will become corridors for traffic wanting to avoid paying a toll.
- * Statistics (City of Sydney website) show that 90% of Western Sydney workers commute to the city on public transport. WestConnex will not cater to these needs.
- * Public transport - Sydney's current public transport is not adequate and fails to meet the demands of a growing city. Public transport is already overcrowded. The money proposed for WestConnex is much better funded towards public transport.
- * Pollution - predicted increase of cars on the road means an increase in pollution from cars. Supporting public transport is a greener and better for the environment.
- * Even more pollution - ventilation stacks in Sydney Park will emit pollution, ruining the park for everyone.
- * Loss of trees - only further adds to pollution as you are removing a sparse resource in a condensed city area. Trees help clean the air.
- * Loss of the local park in St Peters - I frequently use this park as a local resident. It is extremely upsetting to see the loss of this park and its old trees.
- * Property devaluation - residents' properties may be decreased due to increased traffic from motorists attempting to avoid tolls and the WestConnex itself (I would not want to live on a busy street, near lots of pollution and noisy roads and most property buyers I imagine others are similar).
- * Critical linking roads appear to be unfunded, wont WestConnex simply put additional pressure on these roads, such as King Street, Newtown?
- * WestConnex will funnel additional traffic into my local area of St Peters, Erskineville, Alexandria and Newtown. As a resident of this area, this is extremely concerning.
- * Sydney Park - the gorgeous and much used Sydney park is an oasis for residents and visitors. WestConnex will isolate Sydney Park with fast moving traffic, tunnel portals and ventilation stacks (what an eyesore).

[Redacted]

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[Redacted]

[REDACTED]

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[REDACTED]

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[REDACTED]

Content:

WHAT CARE DOES THE GOVERNMENT SHOW TO PEOPLE WHO WALK???

The failure of the EIS and evidently of the St Peters Interchange design to assess accurately the impact on the pedestrian and cyclist traffic in the streets either side of Campbell St and travelling over Bedwin Rd and the railway bridge, e.g. people with children in strollers or afoot or shopping trolleys walk across the bridge to Edgeware Rd (school and childcare centres, or to the Marrickville Metro shops). Straightening the intersection to enable large vehicles to travel at 60km over the bridge with its narrow footpaths is a frightening prospect

Just another of hundreds of reasons to strongly object to the westconnex

[REDACTED]

[REDACTED]

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