

Project SSI 14_6788: Submission on EIS for WestConnex New M5

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

4200

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

- ❖ The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees, and other green spaces, including critically endangered forest.
- ❖ The monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- ❖ The lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestCONnex toll road, including this project.
- ❖ Plans that deliberately expose communities from areas such as St Peters to increased pollution from WestCONnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable.
- ❖ There is no safe level of exposure to fine particulate matter, yet the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
- ❖ The unacceptable impact the project's construction will have on local residents, businesses and schools. In 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, and toxic materials; and more.
- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdenville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
- ❖ The compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government knows is unfair, and the way people have been forced out of their homes and businesses before this EIS was even on display.
- ❖ The failure to seriously consider the long-term impact of WestCONnex on increased carbon emissions, despite the EIS accepting the science of climate change.
- ❖ The unprofessional analysis of the threat posed by the New M5 to biodiversity and endangered species, including endangered Green and Golden Bell Frogs.
- ❖ The total failure of this EIS to consider negative impacts of the entire WestCONnex even as it relies on 'benefits' for the entire toll road to justify this particular project.
- ❖ The poor quality of this EIS, which is full of errors, unsubstantiated claims, omissions, superficial analyses, and questionable and/or opaque modelling.
- ❖ AECOM being paid \$13m of taxpayer money for this EIS despite its huge conflicts of interest.
- ❖ Billion-dollar construction contracts being locked in before this EIS was even lodged.
- ❖ A complete failure to consult with local businesses, including those in Newtown, Alexandria and St Peters, which would be destroyed by the traffic and/or construction impacts this project.
- ❖ WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs.
- ❖ The failure to properly analyse alternatives to WestCONnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.
- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

Name: Elizabeth Neera Email: elizabeth@inet.net.au

Address: 124 Mitchell Road

Suburb: Alexandria Postcode: 2015

Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- ✦ There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- ✦ Westconnex will not release its full assumptions on which it is based so that Councils and independent experts can test its predictions.
- ✦ The cost of Westconnex is escalating at a rate of \$2 billion a year
- ✦ There has been no genuine consultation with the community.
- ✦ The New M5 will dump over 100,000 cars and trucks, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident - it is intentional.
- ✦ 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.
- ✦ Westconnex has failed to consult with businesses in King St Newtown and other parts of the Inner West. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic and imposition of inevitable clearways.
- ✦ No details have been released on the route of the M4/M5 and how it will affect suburbs - e.g there is no information about where mid point tunnelling would take place, nor where smoke stacks will be required for the tunnels between St Peters and Camperdown.
- ✦ Westconnex has consistently underestimated the traffic that will be induced but its tollway projects; when these projects failed Sydney will be left with traffic pollution
- ✦ Thousands of diesel trucks will carry spoil at all times, including peak times, leading to great disruption of local and regional road networks.
- ✦ Westconnex will not release its full assumptions on which it is based so that Councils and independent experts can test its predictions.
- ✦ It is not clear whether massive proposed increases in population in the Inner Sydney have been taken into account in traffic congestion predictions
- ✦ No noise modelling has been done for how residents living above two stories will be affected
- ✦ Billions of dollars of construction contracts have been let before this EIS was lodged.

Name: Marla S. Minow Suburb: Erskineville Postcode: 2043
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Please publish this submission on the NSW Department of Planning and Environment website


Secretary
NSW Department of Planning and Environment
GPO Box 39, Sydney NSW 2001
Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

4202

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being awarded -before this EIS was lodged.
- AECOM being paid to do this EIS because it has a strong commercial stake in the project, despite the fact it has a poor history of traffic modelling.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how options such as improved traffic management and public transport, especially in the western suburbs, could be a better use of its projected \$15.4 billion cost. In fact, this project is instead of the practical and intelligent analysis contained in the NSW Master Transport Plan V2012.
- The poor standard of community consultation for this project.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
- The complete failure of WestConnex to consult with the business community of Kingsgrove, Newtown, Enmore, St Peters, and Arncliffe.
- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
- The impact of compulsory acquisitions where residents are being offered below-market prices for their homes and businesses, and the associated distress and trauma this has already caused.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact of this extra traffic will have on our local roads – Moorefields, Stoney Creek, King Georges, Canterbury and Kingsgrove Roads that will grind our suburbs into a gridlock.
- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: HERMAN D'HONDT Email: HDHONDT@TPR.COM.AU
Address: 20 Prospect St
Suburb: Enmoreville Postcode: 2043
Signature: 

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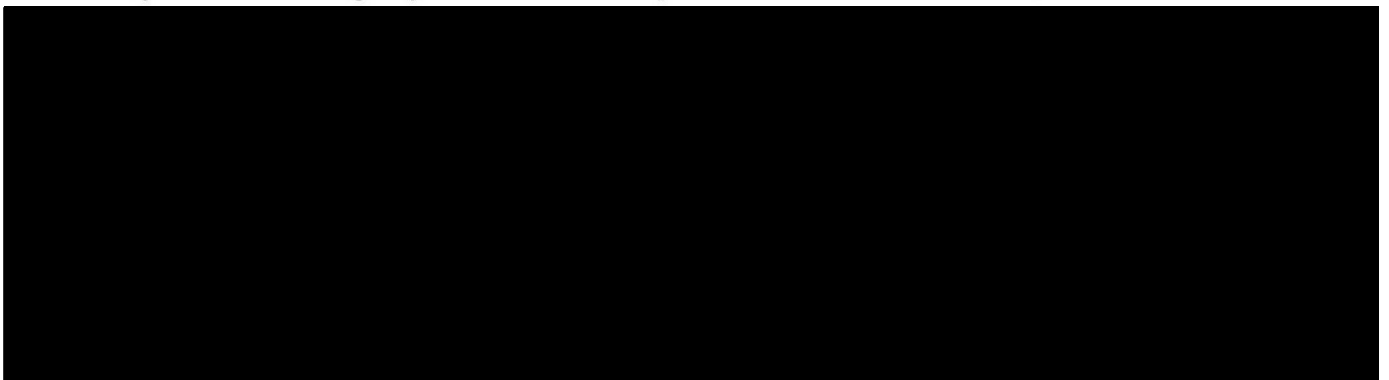
Name: BRUCE LAY Email: lay.heritage@gmail.com
Address: 210 Wilson
Suburb: Newtown Postcode: 2042

Secretary
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 GPO Box 39, Sydney NSW 2001
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Name: Jackie Davis Email: jackie.mn@me.com
Address: 83 station st
Suburb: Newtown Postcode: 2042

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Name: NIGEL DONNELLY Email: nigel.donnelly@me.com
Address: 14 BIRNING ST ERSKINEVILLE NSW
Suburb: ERSKINEVILLE Postcode: 2043

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I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- The whole Westconnex system of tollways will worsen traffic congestion in Inner Sydney. Western Sydney will be left with inadequate public transport and expensive tolls.
- The cost of Westconnex is escalating at a rate of \$2 billion a year & has already reached \$17 billion.
- There has been no genuine consultation with the community. The consultation period for the 8000 page EIS has taken place over the summer holidays. There has been no exhibition in Alexandria, Newtown, Erskineville or Enmore.
- In the public interest, there should be an independent EIS. AECOM, the company paid \$13 to do the EIS works alongside Westconnex and has multiple contracts in the project design and construction.
- Traffic on Euston Road would increase by 12 times with the project. In morning peak, 11 major intersections in Alexandria & St Peters would be the same or worse after the New M5 is built in 2021, & in 2031, even assuming the entire Westconnex system is built. The same would occur in Kingsgrove.
- In fact the situation will be even worse as independent transport experts say that Westconnex has consistently underestimated the traffic that will be induced by its tollways.
- Westconnex acknowledges that local roads in Alexandria & Erskineville won't have the capacity to deal with traffic by 2021.
- The EIS provides no solid evidence for its rejection of alternatives including a combination of better traffic management and public transport.
- Westconnex will destroy hundreds of paperbark trees in Euston Road, which will be turned into a major highway carrying 12 times as much traffic a day as currently, passing within two metres of residents' homes. This is completely unacceptable.
- People living within 500 metres of a major roads have an increased risk of lung and heart disease. Residents around the planned St Peters Interchange and exits at Kingsgrove/Beverly Hills are already exposed to occasional levels of air pollution that exceed national guidelines. These levels can only worsen in these and other congested areas. There has been no local roadside monitoring.
- Thousands of residents will be affected by noise at levels, which can impact on health. There are no firm proposals for mitigation. No noise modelling has been done for residents living above 2 stories.
- This project will permanently destroy 11,000 square metres of Sydney Park, turn large parts of it into construction compounds for years, and expose the rest of the park to vehicle fumes and noise. This area already has one of the lowest amounts of public open space per person in Australia, and to destroy so much of for a toll road is unacceptable.
- The AECOM EIS team didn't consult with businesses in King St Newtown, Erskineville, St Peters and other parts of the Inner West. These businesses are part of a thriving economy that would be destroyed by increased traffic.
- Thousands of diesel trucks will carry spoil 24 hours a day, including peak times, leading to great disruption of local and regional road networks.
- Hundreds of tenants and homeowners have been forced out of their homes before the EIS was even lodged. Heritage buildings are being destroyed and St Peters decimated.
- It is likely a rare endangered colony of Green and Golden Bells frogs at Arncliffe will be destroyed.

Name: BRUCE LAT Suburb: NEWTOWN Postcode: 2042
Street Address: 210 WILSON ST Email Address: lay.heritage@gmail.com

Please publish this submission on the NSW Department of Planning and Environment website

Secretary

4209

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- The NSW Government's failure to publish a full and transparent business case for the \$16.8 billion WestConnex tollway even though taxpayers carry the financial risk. The public deserves to know the full costs and toll revenues for this project.
- The EIS's claim that greenhouse gas emissions will fall even though the number of vehicle kilometres travelled (VKT) by cars is set to increase dramatically.
- The destruction of parks, trees and green spaces to make way for this toll road, including critically endangered remnant bush at Beverly Hills.
- A transport solution that includes unfiltered exhaust stacks located so close to schools such as McCallum's Hill Primary, Arncliffe Primary and Haberfield Primary
- The threat WestConnex poses to the endangered species such as the Green and Golden Bell Frogs at Arncliffe, which are unlikely to survive being so close to the pollution stack and portal planned for their Kogarah Golf Club habitat.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact this extra traffic will have on our key roads, such as Canterbury Rd, Stoney Creek Rd, King Georges Rd, Liverpool Rd, Moorefields Rd and Forest Rd.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how more sustainable transport options could be a better use of this toll road project's estimated \$16.8 billion cost.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 even as it fails to consider the negative impacts of the same.

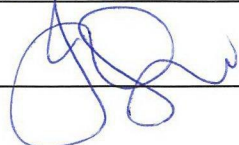
I ask you to acknowledge my submission and respond to each of my concerns.

Name: Joanne Quinn

Email: jquinn@rocketmail.com

Address: 34 John St

Suburb: Erskineville Postcode: 2043

Signature: 

Project SSI 14_6788: Submission on EIS for WestConnex New M5

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

4210

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

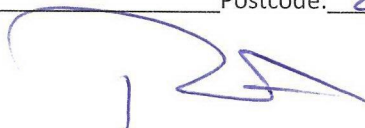
- ❖ The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees, and other green spaces, including critically endangered forest.
- ❖ The monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- ❖ The lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestCONnex toll road, including this project.
- ❖ Plans that deliberately expose communities from areas such as St Peters to increased pollution from WestCONnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable.
- ❖ There is no safe level of exposure to fine particulate matter, yet the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
- ❖ The unacceptable impact the project's construction will have on local residents, businesses and schools. In 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, and toxic materials; and more.
- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdenville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
- ❖ The compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government knows is unfair, and the way people have been forced out of their homes and businesses before this EIS was even on display.
- ❖ The failure to seriously consider the long-term impact of WestCONnex on increased carbon emissions, despite the EIS accepting the science of climate change.
- ❖ The unprofessional analysis of the threat posed by the New M5 to biodiversity and endangered species, including endangered Green and Golden Bell Frogs.
- ❖ The total failure of this EIS to consider negative impacts of the entire WestCONnex even as it relies on 'benefits' for the entire toll road to justify this particular project.
- ❖ The poor quality of this EIS, which is full of errors, unsubstantiated claims, omissions, superficial analyses, and questionable and/or opaque modelling.
- ❖ AECOM being paid \$13m of taxpayer money for this EIS despite its huge conflicts of interest.
- ❖ Billion-dollar construction contracts being locked in before this EIS was even lodged.
- ❖ A complete failure to consult with local businesses, including those in Newtown, Alexandria and St Peters, which would be destroyed by the traffic and/or construction impacts this project.
- ❖ WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs.
- ❖ The failure to properly analyse alternatives to WestCONnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.
- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

Name: Franziska Loehrer Email: franziska.loehrer@gmail.com

Address: 64 MacDonald St

Suburb: Erskineville Postcode: 2013



Secretary

4211

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$16.8 billion WestConnex tollway even though taxpayers carry the financial risk. The public deserves to know the full costs and toll revenues for this project.
- The EIS's claim that greenhouse gas emissions will fall even though the number of vehicle kilometres travelled (VKT) by cars is set to increase dramatically.
- The destruction of parks, trees and green spaces to make way for this toll road, including critically endangered remnant bush at Beverly Hills.
- A transport solution that includes unfiltered exhaust stacks located so close to schools such as McCallum's Hill Primary, Arncliffe Primary and Haberfield Primary
- The threat WestConnex poses to the endangered species such as the Green and Golden Bell Frogs at Arncliffe, which are unlikely to survive being so close to the pollution stack and portal planned for their Kogarah Golf Club habitat.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact this extra traffic will have on our key roads, such as Canterbury Rd, Stoney Creek Rd, King Georges Rd, Liverpool Rd, Moorefields Rd and Forest Rd.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how more sustainable transport options could be a better use of this toll road project's estimated \$16.8 billion cost.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 even as it fails to consider the negative impacts of the same.

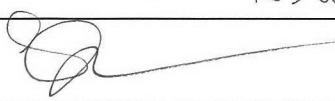
I ask you to acknowledge my submission and respond to each of my concerns.

Name: Chris Falzon

Email: cfalzon@yahoo.com

Address: 51 Rochford St

Suburb: Erskineville NSW Postcode: 2043

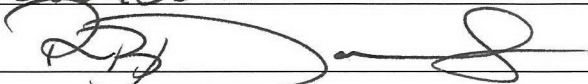
Signature: 

Secretary
 NSW Department of Planning and Environment
 GPO Box 39, Sydney NSW 2001
 Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being awarded -before this EIS was lodged.
- AECOM being paid to do this EIS because it has a strong commercial stake in the project, despite the fact it has a poor history of traffic modelling.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how options such as improved traffic management and public transport, especially in the western suburbs, could be a better use of its projected \$15.4 billion cost. In fact, this project is instead of the practical and intelligent analysis contained in the NSW Master Transport Plan V2012.
- The poor standard of community consultation for this project.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
- The complete failure of WestConnex to consult with the business community of Kingsgrove, Newtown, Enmore, St Peters, and Arncliffe.
- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
- The impact of compulsory acquisitions where residents are being offered below-market prices for their homes and businesses, and the associated distress and trauma this has already caused.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact of this extra traffic will have on our local roads – Moorefields, Stoney Creek, King Georges, Canterbury and Kingsgrove Roads that will grind our suburbs into a gridlock.
- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: Rachel Downs Email: rachcee@gmail.com
 Address: 109 Union St
 Suburb: NEW TOWN Postcode: 2042
 Signature: 

Secretary

4213

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$16.8 billion WestConnex tollway even though taxpayers carry the financial risk. The public deserves to know the full costs and toll revenues for this project.
- The EIS's claim that greenhouse gas emissions will fall even though the number of vehicle kilometres travelled (VKT) by cars is set to increase dramatically.
- The destruction of parks, trees and green spaces to make way for this toll road, including critically endangered remnant bush at Beverly Hills.
- A transport solution that includes unfiltered exhaust stacks located so close to schools such as McCallum's Hill Primary, Arncliffe Primary and Haberfield Primary
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- The superficial analysis of alternatives to WestConnex, which fails to properly consider how more sustainable transport options could be a better use of this toll road project's estimated \$16.8 billion cost.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 even as it fails to consider the negative impacts of the same.


I ask you to acknowledge my submission and respond to each of my concerns.

Name: Alayne Alvis

Email: alayne_alvis@hotmail.com

Address: 4 Adair Lane

Suburb: ERSKINEVILLE Postcode: 2043

Signature: 

Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- I. This EIS is fundamentally flawed in that the tunnels between King Georges Road and Bexley Road and Arncliffe are being built as 3 lanes wide but marked as 2 only, with any increase to 3 lane usage subject to another EIS. This indicates that the engineering of the tunnels and ventilation, and the impact on local communities, is 50% understated in this EIS.
- II. This EIS is fundamentally flawed in that the tunnels between Arncliffe and St Peters are being built as 5 lanes wide but marked as 2 only, with any increase to 3, 4, or 5 lane usage subject to another EIS. This indicates that the engineering of the tunnels and ventilation, and the impact on local communities, is potentially 80% understated in this EIS for 5 lane usage.
- III. Local road upgrades just outside the project footprint included in this EIS are excluded totally from this EIS as regards costs, health, traffic modeling, and social and economic impacts. The 7 lane Euston Road between Sydney Park Road and Maddox Street narrowing to 4 lanes can mean only further forced property acquisitions along Euston / McEvoy to increase the road capacity and/or imposition of 24 hour clearways. The same situation arises for local roads coming off the St Peters Interchange such as Campbell Street 7 lanes into Unwins Bridge 4 lanes into Edgeware Road 2 lanes with current parking.
- IV. 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.
- V. 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. Why are these 'non-construction of Stage 3' impacts not explored in full in this decision making process for Stage 2 ?
- VI. The EIS refers to benefits 'if a future Sydney Gateway project proceeds'. No details have been provided in the EIS as to what this even is, let alone what the costs, health, traffic modeling, and social and economic impacts on local communities may be?
- VII. Westconnex has stated in community meetings that detailed traffic modeling has been done for various intersections (Sydney Park Road / Euston ; Sydney Park Road / Huntley; Euston / Maddox; Sydney Park Road / Mitchell Road) but these have not been published in the EIS. This means the impacts on Erskinvile, Alexandria and Newtown cannot be analysed in this EIS.
- VIII. Westconnex has acknowledged in community meetings there will two 'on demand' pedestrian crossings on Euston Road between Campbell Street and Sydney Park Road intersection. This will result in a back up of traffic on what is meant to be an 80 kph roadway. This makes no engineering nor traffic management sense.
- IX. 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.

Name: Valentina Hazell Suburb: St Peters Postcode: 2044
Street Address: 37 BROWN ST Email Address: Valentahazell@gmail.com

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

I object to the project and the whole WestConnex because:

Westconnex has made no effort whatsoever to consult or hold meetings or information sessions with businesses and shops in the thriving Newtown, Enmore, Erskineville, Alexandria areas.

The EIS states (15-48) that *"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"*

- These assertions are made with great certainty but are nothing more than a fabrication when the M4-M5 link – Haberfield to St Peters is only *"undergoing concept development and subject to planning approval"* and no details are included in the EIS.
- Westconnex has not issued the assumptions and the modelling parameters on which they are basing these statements, so their accuracy cannot be tested by independent experts.
- Each Stage of the project is being assessed separately, but the impact of each project is being considered in the context of the wider Westconnex program of works. No data has been provided as to what happens to King Street and surrounding areas in Stage 2 IS built and Stage 3 NOT built.
- No details whatsoever have been released about how the supposed 'Sydney Gateway' (*"undergoing concept development"*) will alleviate traffic level concerns in King Street, Enmore Road, Edgeware Road, Euston Road, Mitchell Street, Maddox Street, and other local roads.

The EIS states (15-46) that *"parking along Euston Road would be provided during off-peak periods. However, by around 2031, the traffic performance demands along Euston Road may require all lanes to be available for traffic and off-peak parking may need to be removed. The removal of car parking would be to the discretion of Roads and Maritime".*

This confirms that the inevitable increase in traffic on already overcrowded local road networks can only be solved through the imposition of clearways by Roads and Maritime, decimating hundreds of businesses in King Street Newtown, Euston Road, Mitchell Road, Edgeware Road.

Name: Valentina Hazell Suburb: St Peters Postcode: 2044
Street Address: 37 BROWN ST Email Address: valenthazell@gmail.com


Please publish this submission on the NSW Department of Planning and Environment website

Secretary
 NSW Department of Planning and Environment
 GPO Box 39, Sydney NSW 2001
 Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being awarded -before this EIS was lodged.
- AECOM being paid to do this EIS because it has a strong commercial stake in the project, despite the fact it has a poor history of traffic modelling.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how options such as improved traffic management and public transport, especially in the western suburbs, could be a better use of its projected \$15.4 billion cost. In fact, this project is instead of the practical and intelligent analysis contained in the NSW Master Transport Plan V2012.
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- The impact of compulsory acquisitions where residents are being offered below-market prices for their homes and businesses, and the associated distress and trauma this has already caused.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
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- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: SUE GOODMAN Email: suegee@iprimus.com.au
 Address: 164 Union St
 Suburb: Ersleville NSW Postcode: 2043
 Signature: 

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

I strongly object to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

This project will permanently destroy 11,000 square metres of Sydney Park, turn other large parts of it into construction compounds for years, and expose the rest of the park to vehicle fumes and noise. This area already has one the lowest amounts of public open space per person in Australia, and to destroy so much of for a toll road is unacceptable.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse. This EIS shows that local streets will not be able to cope with the increased traffic this project would cause unless other unplanned and unfunded toll road projects, including the M4-M5 Link, Sydney Gateway and southern extension, are built.

The manner in which scores of residents are being forced from their homes and businesses for this project's compulsory acquisitions is deeply unfair and undemocratic, particularly as it began long before this EIS was on display, let alone planning approvals granted.

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. This is just one of many local roads that will be subject to untenable traffic increases if the project proceeds.

Residents around the planned St Peters Interchange and exits at Kingsgrove/Beverly Hills are already exposed to levels of air pollution that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The New M5 will lock residents of western and south-west Sydney into paying huge tolls and greater car dependency, rather than delivering the public transport and economic investment that is really needed in these areas.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in the areas around the St Peters Interchange and other parts around the New M5, as well as conflicting information on potential mitigation strategies.

It also fails to analyse alternative strategies that could move far more people and deliver bigger economic returns than the \$16.8 billion WestConnex, the cost of which is now blowing out at more than \$2 billion a year. It is not acceptable that NSW and Federal taxpayers are being forced to fund this project and bear all the risk on it.

I call on your department to reject this proposal. I expect you to publish this submission and to acknowledge and respond to my objections in writing.

Name: Franziska Loehner Email: franziska@loehners.com

Address: 64 MacDonald St

Suburb: Grobinville Postcode: 2075



Secretary
 NSW Department of Planning and Environment
 GPO Box 39, Sydney NSW 2001
 Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being awarded -before this EIS was lodged.
- AECOM being paid to do this EIS because it has a strong commercial stake in the project, despite the fact it has a poor history of traffic modelling.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how options such as improved traffic management and public transport, especially in the western suburbs, could be a better use of its projected \$15.4 billion cost. In fact, this project is instead of the practical and intelligent analysis contained in the NSW Master Transport Plan V2012.
- The poor standard of community consultation for this project.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
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- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
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- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact of this extra traffic will have on our local roads – Moorefields, Stoney Creek, King Georges, Canterbury and Kingsgrove Roads that will grind our suburbs into a gridlock.
- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: PAULINE RANDALL Email: randallp@ozonline.com.au
 Address: 3/6 PROSPECT ST.
 Suburb: ERSKINEVILLE Postcode: 2043
 Signature: P. Randall

The Secretary

4219

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

I object to this project and the entire WestConnex of which it is a part. I ask you to reject this proposal on the basis of this environmental impact statement (EIS). I object to many specific aspects of the EIS. I expect you to publish this submission and send me a response to my objections.

I object on the following grounds:

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

I object to Westconnex's plan to deliberately increase traffic on already congested roads in St Peters, Enmore, Alexandria and Kingsgrove. I am particularly concerned about schools being situated so close to heavily congested roads. The failure of RMS or AECOM to model the impacts on the local road system is unacceptable.

Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. The forced acquisitions, destruction of green space, and the construction and operation of the project will reduce enjoyment and amenity of the park. The current quiet paths, the exercise equipment areas, children's play areas and the sports grounds, and more will be surrounded by major highways, unfiltered pollution stacks, and a monstrous LA-style spaghetti interchange.

The RMS have misled the public and City of Sydney 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 City of Sydney Council that it planned to forcibly acquire another 6000 square metres. It is disgraceful that y Council only became aware that some of this land would be acquired after this EIS was lodged.

The loss of over 350 established trees including beautiful paperbarks and other vegetation for the massively widened Euston Rd (to 7 lanes) exposes residents to more heat, noise & exhaust pollution from traffic that will pour out of the tunnel onto Euston, Campbell and other local roads. It is unacceptable that some homes will be less than 2 metres from the road.

The loss of Sydney Park and other local recreational & social space occurs where apartment blocks are being built in increasing numbers with inadequate green space and community facilities. There is insufficient information about population growth in the traffic modelling section. I object to the forced removal of tenants and homeowners, some of whom have been paid under-market value for their homes.

I object to the massive increase in traffic, especially heavy vehicles (every 2 minutes 24 hours a day during the excavation and construction of the interchange) onto roads along Sydney Park. Noise, dust and diesel exhaust (classified as a carcinogenic pollutant) will make the edges of the park unusable and dangerous for children and elderly people.

I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: Franziska Lochner Email: franziska@lochner.com

Address: 64 MacDonald St

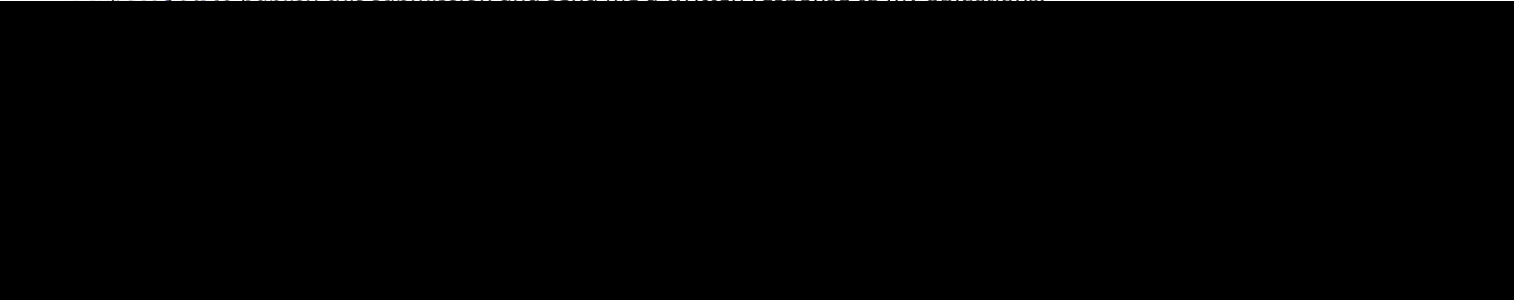
Suburb: Erskineville Postcode: 2073

Signature: 

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

- ❖ The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees, and other green spaces, including critically endangered forest.
- ❖ The monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- ❖ The lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestCONnex toll road, including this project.
- ❖ Plans that deliberately expose communities from areas such as St Peters to increased pollution from WestCONnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable.
- ❖ There is no safe level of exposure to fine particulate matter, yet the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
- ❖ The unacceptable impact the project's construction will have on local residents, businesses and schools. In 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, and toxic materials; and more.
- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdenville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
- ❖ The compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government knows is unfair, and the way people have been forced out of their homes and businesses before this EIS was even on display.
- ❖ The failure to seriously consider the long-term impact of WestCONnex on increased carbon emissions, despite the EIS accepting the science of climate change.
- ❖ The unprofessional analysis of the threat posed by the New M5 to biodiversity and endangered species, including endangered Green and Golden Bell Frogs.
- ❖ The total failure of this EIS to consider negative impacts of the entire WestCONnex even as it relies on 'benefits' for the entire toll road to justify this particular project.
- ❖ The poor quality of this EIS, which is full of errors, unsubstantiated claims, omissions, superficial analyses, and questionable and/or opaque modelling.
- ❖ AECOM being paid \$13m of taxpayer money for this EIS despite its huge conflicts of interest.
- ❖ Billion-dollar construction contracts being locked in before this EIS was even lodged.
- ❖ A complete failure to consult with local businesses, including those in Newtown, Alexandria and St Peters, which would be destroyed by the traffic and/or construction impacts this project.
- ❖ WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs.
- ❖ The failure to properly analyse alternatives to WestCONnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.
- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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



Secretary
NSW Department of Planning and Environment
GPO Box 39, Sydney NSW 2001
Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

4221

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being awarded -before this EIS was lodged.
- AECOM being paid to do this EIS because it has a strong commercial stake in the project, despite the fact it has a poor history of traffic modelling.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how options such as improved traffic management and public transport, especially in the western suburbs, could be a better use of its projected \$15.4 billion cost. In fact, this project is instead of the practical and intelligent analysis contained in the NSW Master Transport Plan V2012.
- The poor standard of community consultation for this project.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
- The complete failure of WestConnex to consult with the business community of Kingsgrove, Newtown, Enmore, St Peters, and Arncliffe.
- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
- The impact of compulsory acquisitions where residents are being offered below-market prices for their homes and businesses, and the associated distress and trauma this has already caused.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact of this extra traffic will have on our local roads – Moorefields, Stoney Creek, King Georges, Canterbury and Kingsgrove Roads that will grind our suburbs into a gridlock.
- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: PETER CANNON Email: Peter.Cannon88@GMAIL.COM
Address: 17 LEAMINGTON AVE
Suburb: NEWTOWN Postcode: 2042
Signature Peter Cannon

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

I strongly object to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

This project will permanently destroy 11,000 square metres of Sydney Park, turn other large parts of it into construction compounds for years, and expose the rest of the park to vehicle fumes and noise. This area already has one the lowest amounts of public open space per person in Australia, and to destroy so much of for a toll road is unacceptable.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse. This EIS shows that local streets will not be able to cope with the increased traffic this project would cause unless other unplanned and unfunded toll road projects, including the M4-M5 Link, Sydney Gateway and southern extension, are built.

The manner in which scores of residents are being forced from their homes and businesses for this project's compulsory acquisitions is deeply unfair and undemocratic, particularly as it began long before this EIS was on display, let alone planning approvals granted.

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. This is just one of many local roads that will be subject to untenable traffic increases if the project proceeds.

Residents around the planned St Peters Interchange and exits at Kingsgrove/Beverly Hills are already exposed to levels of air pollution that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The New M5 will lock residents of western and south-west Sydney into paying huge tolls and greater car dependency, rather than delivering the public transport and economic investment that is really needed in these areas.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in the areas around the St Peters Interchange and other parts around the New M5, as well as conflicting information on potential mitigation strategies.

It also fails to analyse alternative strategies that could move far more people and deliver bigger economic returns than the \$16.8 billion WestConnex, the cost of which is now blowing out at more than \$2 billion a year. It is not acceptable that NSW and Federal taxpayers are being forced to fund this project and bear all the risk on it.

I call on your department to reject this proposal. I expect you to publish this submission and to acknowledge and respond to my objections in writing.

Name: Joy Deakes Email: Joybgaus@gmail.com
Address: 64 ALEXANDRIA ST
Suburb: ALEXANDRIA Postcode: 2015

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

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

- ❖ The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees, and other green spaces, including critically endangered forest.
- ❖ The monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- ❖ The lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestCONnex toll road, including this project.
- ❖ Plans that deliberately expose communities from areas such as St Peters to increased pollution from WestCONnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable.
- ❖ There is no safe level of exposure to fine particulate matter, yet the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
- ❖ The unacceptable impact the project's construction will have on local residents, businesses and schools. In 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, and toxic materials; and more.
- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdenville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
- ❖ The compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government knows is unfair, and the way people have been forced out of their homes and businesses before this EIS was even on display.
- ❖ The failure to seriously consider the long-term impact of WestCONnex on increased carbon emissions, despite the EIS accepting the science of climate change.
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- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

Name: Franziska Lochner Email: franziska@Loehners.com

Address: 64 MacDonalld St.

Suburb: Erskineville Postcode: 2043



The Secretary

4224

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

I object to this project and the entire WestConnex of which it is a part. I ask you to reject this proposal on the basis of this environmental impact statement (EIS). I object to many specific aspects of the EIS. I expect you to publish this submission and send me a response to my objections.

I object on the following grounds:

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

I object to Westconnex's plan to deliberately increase traffic on already congested roads in St Peters, Enmore, Alexandria and Kingsgrove. I am particularly concerned about schools being situated so close to heavily congested roads. The failure of RMS or AECOM to model the impacts on the local road system is unacceptable.

Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. The forced acquisitions, destruction of green space, and the construction and operation of the project will reduce enjoyment and amenity of the park. The current quiet paths, the exercise equipment areas, children's play areas and the sports grounds, and more will be surrounded by major highways, unfiltered pollution stacks, and a monstrous LA-style spaghetti interchange.

The RMS have misled the public and City of Sydney 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 City of Sydney Council that it planned to forcibly acquire another 6000 square metres. It is disgraceful that y Council only became aware that some of this land would be acquired after this EIS was lodged.

The loss of over 350 established trees including beautiful paperbarks and other vegetation for the massively widened Euston Rd (to 7 lanes) exposes residents to more heat, noise & exhaust pollution from traffic that will pour out of the tunnel onto Euston, Campbell and other local roads. It is unacceptable that some homes will be less than 2 metres from the road.

The loss of Sydney Park and other local recreational & social space occurs where apartment blocks are being built in increasing numbers with inadequate green space and community facilities. There is insufficient information about population growth in the traffic modelling section. I object to the forced removal of tenants and homeowners, some of whom have been paid under market value for their homes.

I object to the massive increase in traffic, especially heavy vehicles (every 2 minutes 24 hours a day during the excavation and construction of the interchange) onto roads along Sydney Park. Noise, dust and diesel exhaust (classified as a carcinogenic pollutant) will make the edges of the park unusable and dangerous for children and elderly people.

I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: Jackie Davis Email: Jackie.Mn@me.com

Address: 83 Station St

Suburb: Newtown Postcode: 2042

Signature Jackie Davis

The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: PETER CANNON Email: Peter.Cannon88@GMAIL.COM
Address: 17 LEAMINGTON AVE
Suburb: NEWTOWN Postcode: 2042
Signature: Peter Cannon

Project SSI 14_6788: Submission on EIS for WestConnex New M5

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

4226

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

- ❖ The destruction of large parts of Sydney Park, Camdensville Park, thousands of trees, and other green spaces, including critically endangered forest.
- ❖ The monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- ❖ The lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestCONnex toll road, including this project.
- ❖ Plans that deliberately expose communities from areas such as St Peters to increased pollution from WestCONnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable.
- ❖ There is no safe level of exposure to fine particulate matter, yet the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
- ❖ The unacceptable impact the project's construction will have on local residents, businesses and schools. In 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, and toxic materials; and more.
- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdensville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
- ❖ The compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government knows is unfair, and the way people have been forced out of their homes and businesses before this EIS was even on display.
- ❖ The failure to seriously consider the long-term impact of WestCONnex on increased carbon emissions, despite the EIS accepting the science of climate change.
- ❖ The unprofessional analysis of the threat posed by the New M5 to biodiversity and endangered species, including endangered Green and Golden Bell Frogs.
- ❖ The total failure of this EIS to consider negative impacts of the entire WestCONnex even as it relies on 'benefits' for the entire toll road to justify this particular project.
- ❖ The poor quality of this EIS, which is full of errors, unsubstantiated claims, omissions, superficial analyses, and questionable and/or opaque modelling.
- ❖ AECOM being paid \$13m of taxpayer money for this EIS despite its huge conflicts of interest.
- ❖ Billion-dollar construction contracts being locked in before this EIS was even lodged.
- ❖ A complete failure to consult with local businesses, including those in Newtown, Alexandria and St Peters, which would be destroyed by the traffic and/or construction impacts this project.
- ❖ WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs.
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- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

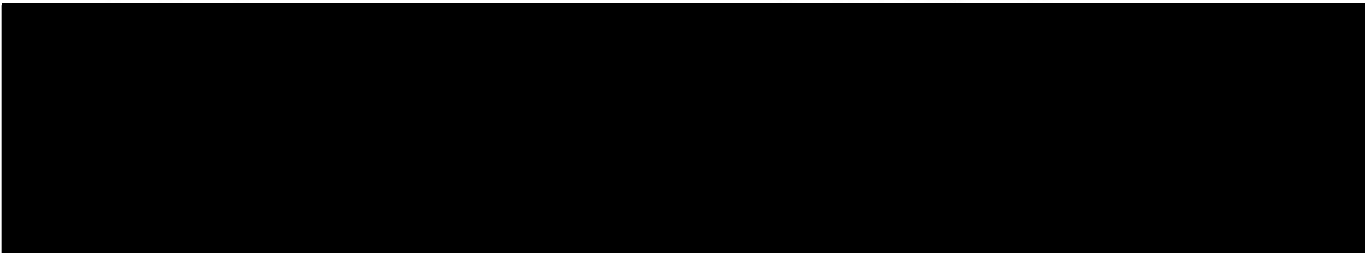
I expect you to publish this submission and send me a written response to my objections.

Name: Luke Atkinson Email: cap1962@gmail.com
Address: 205 Belmont St Alexandria
Suburb: Alexandria Postcode: 2015

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

- ❖ The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees, and other green spaces, including critically endangered forest.
- ❖ The monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
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- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdenville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
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- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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



Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

01. The air quality study shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to surface roads.
02. Westconnex will cause costly traffic chaos throughout the Inner West. It is unacceptable that no traffic modelling was done past two intersections after the end of the project.
03. There is already flooding at St Peters when there are rain storms. Councils have already found that the flooding modelling is not acceptable for the M4 East and the same approach has been used for the M5.
04. Experts have not been available at very limited EIS sessions. None were held in Newtown, Alexandria or Erskineville.
05. Residents are being forced out of homes at below market prices before approval has been given for the project.
06. Most of the information about how Westconnex will deal with the negative impacts on residents, businesses and schools is pushed off to the post planning approval stage. This is unreasonable and leaves many in a state of great uncertainty.
07. 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.
08. 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.
09. 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 increase damage done to the area and cause rat-running.
10. 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.
11. 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.
12. 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 the Alexandria and Erskineville area to help residents cope with the massive rise in density that they are facing over the next ten years.
13. Westconnex is no solution to traffic congestion as the EIS shows that several intersections across the project route will remain at Level of Service F (the worst) after the project.

.....
Name: RILEEN HAYSE Suburb: ERSKINEVILLE Postcode: 2043
Street Address: 705/177 MITCHELL RD Email Address: erleenhayse@hotmail.com

Please publish this submission on the NSW Department of Planning and Environment website

Secretary
 NSW Department of Planning and Environment
 GPO Box 39, Sydney NSW 2001
 Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being awarded -before this EIS was lodged.
- AECOM being paid to do this EIS because it has a strong commercial stake in the project, despite the fact it has a poor history of traffic modelling.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how options such as improved traffic management and public transport, especially in the western suburbs, could be a better use of its projected \$15.4 billion cost. In fact, this project is instead of the practical and intelligent analysis contained in the NSW Master Transport Plan V2012.
- The poor standard of community consultation for this project.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
- The complete failure of WestConnex to consult with the business community of Kingsgrove, Newtown, Enmore, St Peters, and Arncliffe.
- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
- The impact of compulsory acquisitions where residents are being offered below-market prices for their homes and businesses, and the associated distress and trauma this has already caused.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact of this extra traffic will have on our local roads – Moorefields, Stoney Creek, King Georges, Canterbury and Kingsgrove Roads that will grind our suburbs into a gridlock.
- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: Denise Weelands Email: waratah83@gmail.com
 Address: 83a Eashinville Rd
 Suburb: Eashinville Postcode: 2043
 Signature: [Signature]

The Secretary

4230

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

I object to this project and the entire WestConnex of which it is a part. I ask you to reject this proposal on the basis of this environmental impact statement (EIS). I object to many specific aspects of the EIS. I expect you to publish this submission and send me a response to my objections.

I object on the following grounds:

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

I object to Westconnex's plan to deliberately increase traffic on already congested roads in St Peters, Enmore, Alexandria and Kingsgrove. I am particularly concerned about schools being situated so close to heavily congested roads. The failure of RMS or AECOM to model the impacts on the local road system is unacceptable.

Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. The forced acquisitions, destruction of green space, and the construction and operation of the project will reduce enjoyment and amenity of the park. The current quiet paths, the exercise equipment areas, children's play areas and the sports grounds, and more will be surrounded by major highways, unfiltered pollution stacks, and a monstrous LA-style spaghetti interchange.

The RMS have misled the public and City of Sydney 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 City of Sydney Council that it planned to forcibly acquire another 6000 square metres. It is disgraceful that y Council only became aware that some of this land would be acquired after this EIS was lodged.

The loss of over 350 established trees including beautiful paperbarks and other vegetation for the massively widened Euston Rd (to 7 lanes) exposes residents to more heat, noise & exhaust pollution from traffic that will pour out of the tunnel onto Euston, Campbell and other local roads. It is unacceptable that some homes will be less than 2 metres from the road.

The loss of Sydney Park and other local recreational & social space occurs where apartment blocks are being built in increasing numbers with inadequate green space and community facilities. There is insufficient information about population growth in the traffic modelling section. I object to the forced removal of tenants and homeowners, some of whom have been paid under market value for their homes.

I object to the massive increase in traffic, especially heavy vehicles (every 2 minutes 24 hours a day during the excavation and construction of the interchange) onto roads along Sydney Park. Noise, dust and diesel exhaust (classified as a carcinogenic pollutant) will make the edges of the park unusable and dangerous for children and elderly people.

I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: Nick Meredith Email: nicks.meredith@gmail.com

Address: 58 Charles St

Suburb: Erskineville Postcode: 2043

Signature N Meredith

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

- ❖ The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees, and other green spaces, including critically endangered forest.
- ❖ The monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- ❖ The lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestCONNex toll road, including this project.
- ❖ Plans that deliberately expose communities from areas such as St Peters to increased pollution from WestCONNex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable.
- ❖ There is no safe level of exposure to fine particulate matter, yet the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
- ❖ The unacceptable impact the project's construction will have on local residents, businesses and schools. In 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, and toxic materials; and more.
- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdenville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
- ❖ The compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government knows is unfair, and the way people have been forced out of their homes and businesses before this EIS was even on display.
- ❖ The failure to seriously consider the long-term impact of WestCONNex on increased carbon emissions, despite the EIS accepting the science of climate change.
- ❖ The unprofessional analysis of the threat posed by the New M5 to biodiversity and endangered species, including endangered Green and Golden Bell Frogs.
- ❖ The total failure of this EIS to consider negative impacts of the entire WestCONNex even as it relies on 'benefits' for the entire toll road to justify this particular project.
- ❖ The poor quality of this EIS, which is full of errors, unsubstantiated claims, omissions, superficial analyses, and questionable and/or opaque modelling.
- ❖ AECOM being paid \$13m of taxpayer money for this EIS despite its huge conflicts of interest.
- ❖ Billion-dollar construction contracts being locked in before this EIS was even lodged.
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- ❖ WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs.
- ❖ The failure to properly analyse alternatives to WestCONNex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.
- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

Name: Robb Tyler - Pyke Email: robpyke@hotmail.com

Address: 26 Charles St

Suburb: Erskineville Postcode: 2043

Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- A. 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 is not justified, This will place great pressure on significant numbers of nearby residents throughout day and night-time periods.
- B. Tunnelling 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.
- C. The EIS repeatedly says that threats to the liveable environment of residents during construction and operation would be subject to plans developed later. These plans should be available in the EIS.
- D. 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.
- E. Unfiltered ventilation stacks should not be used when safer filtered stacks are being used in other parts of the world. I am particularly concerned about residents on hills and in high buildings in Kingsgrove, St Peters, Arncliffe and Alexandria.
- F. 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).
- G. Tollways are not a solution. 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.
- H. 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. The increase in air pollution will further inhibit lung and nervous system development in children.
- I. Tunnelling would expose residents to property damage and in some cases would occur only 20 metres below the house. This is not acceptable.
- J. There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction.
- K. The social impact study is little more than a 'cut and paste' job and is insulting to communities where hundreds of tenants and owners have lost homes and others will live in decimated communities.
- L. 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.

.....
Name: Camilla Lawson Suburb: Erskineville Postcode: NSW 2043
Street
Address: 147 Rockbra St Email Address: Camilla@messwithit.com.au

Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- i. The air quality study shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to surface roads.
- ii. Westconnex will cause costly traffic chaos throughout the Inner West. It is unacceptable that no traffic modelling was done past two intersections after the end of the project.
- iii. There is already flooding at St Peters when there are rain storms. Councils have already found that the flooding modelling is not acceptable for the M4 East and the same approach has been used for the M5.
- iv. Experts have not been available at very limited EIS sessions. None were held in Newtown, Alexandria or Erskineville.
- v. Residents are being forced out of homes at below market prices before approval has been given for the project.
- vi. Most of the information about how Westconnex will deal with the negative impacts on residents, businesses and schools is pushed off to the post planning approval stage. This is unreasonable and leaves many in a state of great uncertainty.
- vii. 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.
- viii. 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.
- ix. 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 increase damage done to the area and cause rat-running.
- x. 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.
- xi. 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.
- xii. 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 the Alexandria and Erskineville area to help residents cope with the massive rise in density that they are facing over the next ten years.
- xiii. Westconnex is no solution to traffic congestion as the EIS shows that several intersections across the project route will remain at Level of Service F (the worst) after the project.

P. Randall

Name: PAULINE RANDALL Suburb: ERSKINEVILLE Postcode: 2063
Street
Address: 3/4 PROSPECT ST Email Address: randallp@ozonline.com.au

Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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

4234

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$16.8 billion WestConnex tollway even though taxpayers carry the financial risk. The public deserves to know the full costs and toll revenues for this project.
- The EIS's claim that greenhouse gas emissions will fall even though the number of vehicle kilometres travelled (VKT) by cars is set to increase dramatically.
- The destruction of parks, trees and green spaces to make way for this toll road, including critically endangered remnant bush at Beverly Hills.
- A transport solution that includes unfiltered exhaust stacks located so close to schools such as McCallum's Hill Primary, Arncliffe Primary and Haberfield Primary
- The threat WestConnex poses to the endangered species such as the Green and Golden Bell Frogs at Arncliffe, which are unlikely to survive being so close to the pollution stack and portal planned for their Kogarah Golf Club habitat.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact this extra traffic will have on our key roads, such as Canterbury Rd, Stoney Creek Rd, King Georges Rd, Liverpool Rd, Moorefields Rd and Forest Rd.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how more sustainable transport options could be a better use of this toll road project's estimated \$16.8 billion cost.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 even as it fails to consider the negative impacts of the same.

I ask you to acknowledge my submission and respond to each of my concerns.

Name: BRETT MASON

Email: brandcreative@yahoo.com

Address: 16 CHARLES ST

Suburb: ERSKINEVILLE Postcode: 2043

Signature: 

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and the entire WestConnex of which this is a part. In particular, I strongly object to:


- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being let before this EIS was even lodged.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The failure of this EIS to consider how the last part of WestConnex (Stage 3) would negatively impact suburbs such as Glebe, Camperdown and Annandale, even though it cites positive impacts of the entire project as justification for building the New M5.
- The impact this extra traffic will have on the thriving retail precinct of Newtown, including King St. This traffic, along with any clearways that would inevitably result, will kill off this unique area, just as it has on Parramatta Rd and Oxford St.
- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
- AECOM being paid to do this EIS when it has a poor history of traffic modelling and a strong conflict of interest due to its commercial interests in the project.
- The appalling standard of community consultation for this project, including the failure to consult with businesses along the planned route.
- The superficial analysis of alternatives to WestConnex in this EIS, which fails to properly consider how other options could be a better use of its projected \$15.4 billion cost.
- The destruction of parks, trees and green spaces along the route, including a critically endangered fragments of remnant bush and parts of Sydney Park.
- The threat the New M5 poses to the endangered Green and Golden Bell Frogs at Kogarah Golf Club, which are unlikely to survive the tollway's construction and operation.
- Hundreds of people losing being forced from their homes and businesses before any business case is released or planning approval granted.
- People affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has already caused to many people.
- The huge increase in toxic pollution WestConnex will cause, which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
- The monstrous St Peters Interchange, which would destroy the character of the local area just as planned expressways would have destroyed much of Glebe, Camperdown, Annandale and Ultimo in the 1970s if they had been built.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: Thomas Saint-Cyr Email: tom.s.snc@hotmail.com

Address: 40 Railway Road,

Suburb: Sydenham Postcode: 2041

Signature: 

Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

01. 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 is not justified, This will place great pressure on significant numbers of nearby residents throughout day and night-time periods.
02. Tunnelling 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.
03. The EIS repeatedly says that threats to the liveable environment of residents during construction and operation would be subject to plans developed later. These plans should be available in the EIS.
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05. Unfiltered ventilation stacks should not be used when safer filtered stacks are being used in other parts of the world. I am particularly concerned about residents on hills and in high buildings in Kingsgrove. St Peters, Arncliffe and Alexandria.
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07. Tollways are not a solution. 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.
08. 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. The increase in air pollution will further inhibit lung and nervous system development in children.
09. Tunnelling would expose residents to property damage and in some cases would occur only 20 metres below the house. This is not acceptable.
10. There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction.
11. The social impact study is little more than a 'cut and paste' job and is insulting to communities where hundreds of tenants and owners have lost homes and others will live in decimated communities.
12. 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.

.....
Name: HOLLY ZEBERRO Suburb: ERSKINEVILLE Postcode: 2043
Street
Address: 16 PLEASANT AV Email Address: hzebero@aswuma.asn.au

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

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

- ❖ The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees, and other green spaces, including critically endangered forest.
- ❖ The monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- ❖ The lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestCONNex toll road, including this project.
- ❖ Plans that deliberately expose communities from areas such as St Peters to increased pollution from WestCONNex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable.
- ❖ There is no safe level of exposure to fine particulate matter, yet the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
- ❖ The unacceptable impact the project's construction will have on local residents, businesses and schools. In 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, and toxic materials; and more.
- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdenville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
- ❖ The compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government knows is unfair, and the way people have been forced out of their homes and businesses before this EIS was even on display.
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- ❖ The total failure of this EIS to consider negative impacts of the entire WestCONNex even as it relies on 'benefits' for the entire toll road to justify this particular project.
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- ❖ The failure to properly analyse alternatives to WestCONNex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.
- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

Name: Cheryl Jones Email: facej@bigpond.com
Address: 113 Laurence St
Suburb: Alexandria Postcode: 2015

The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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The loss of over 350 established trees including beautiful paperbarks and other vegetation for the massively widened Euston Rd (to 7 lanes) exposes residents to more heat, noise & exhaust pollution from traffic that will pour out of the tunnel onto Euston, Campbell and other local roads. It is unacceptable that some homes will be less than 2 metres from the road.

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I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: Carl Schwartz Email: schwartz.2001@gmail.com

Address: 73 Union St Newtown

Suburb: _____ Postcode: 2042

Signature C. Schwartz

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

The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: CHERYL DAVIES Email: Percecead@bigpond.com

Address: 113 LAWRENCE STREET

Suburb: ALEXANDRIA Postcode: 2015

Signature: [Signature]

The Secretary

4240

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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The loss of Sydney Park and other local recreational & social space occurs where apartment blocks are being built in increasing numbers with inadequate green space and community facilities. There is insufficient information about population growth in the traffic modelling section. I object to the forced removal of tenants and homeowners, some of whom have been paid under market value for their homes.

I object to the massive increase in traffic, especially heavy vehicles (every 2 minutes 24 hours a day during the excavation and construction of the interchange) onto roads along Sydney Park. Noise, dust and diesel exhaust (classified as a carcinogenic pollutant) will make the edges of the park unusable and dangerous for children and elderly people.

I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: Keshava Kumar Banik Email: keshava-banik@ozemail.com.au

Address: 25 Euston Avenue

Suburb: Kingsgrove Postcode: 2043

Signature: [Signature]

The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

I object to this project and the entire WestConnex of which it is a part. I ask you to reject this proposal on the basis of this environmental impact statement (EIS). I object to many specific aspects of the EIS. I expect you to publish this submission and send me a response to my objections.

I object on the following grounds:

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

I object to Westconnex's plan to deliberately increase traffic on already congested roads in St Peters, Enmore, Alexandria and Kingsgrove. I am particularly concerned about schools being situated so close to heavily congested roads. The failure of RMS or AECOM to model the impacts on the local road system is unacceptable.

Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. The forced acquisitions, destruction of green space, and the construction and operation of the project will reduce enjoyment and amenity of the park. The current quiet paths, the exercise equipment areas, children's play areas and the sports grounds, and more will be surrounded by major highways, unfiltered pollution stacks, and a monstrous LA-style spaghetti interchange.

The RMS have misled the public and City of Sydney 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 City of Sydney Council that it planned to forcibly acquire another 6000 square metres. It is disgraceful that y Council only became aware that some of this land would be acquired after this EIS was lodged.

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I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: CHRISTINE MURPHY Email: _____

Address: 37 Buckland Ave

Suburb: Alexandria Postcode: 2015

Signature E. Murphy

Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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

4242

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being let before this EIS was even lodged.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The failure of this EIS to consider how the last part of WestConnex (Stage 3) would negatively impact suburbs such as Glebe, Camperdown and Annandale, even though it cites positive impacts of the entire project as justification for building the New M5.
- The impact this extra traffic will have on the thriving retail precinct of Newtown, including King St. This traffic, along with any clearways that would inevitably result, will kill off this unique area, just as it has on Parramatta Rd and Oxford St.
- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
- AECOM being paid to do this EIS when it has a poor history of traffic modelling and a strong conflict of interest due to its commercial interests in the project.
- The appalling standard of community consultation for this project, including the failure to consult with businesses along the planned route.
- The superficial analysis of alternatives to WestConnex in this EIS, which fails to properly consider how other options could be a better use of its projected \$15.4 billion cost.
- The destruction of parks, trees and green spaces along the route, including a critically endangered fragments of remnant bush and parts of Sydney Park.
- The threat the New M5 poses to the endangered Green and Golden Bell Frogs at Kogarah Golf Club, which are unlikely to survive the tollway's construction and operation.
- Hundreds of people losing being forced from their homes and businesses before any business case is released or planning approval granted.
- People affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has already caused to many people.
- The huge increase in toxic pollution WestConnex will cause, which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
- The monstrous St Peters Interchange, which would destroy the character of the local area just as planned expressways would have destroyed much of Glebe, Camperdown, Annandale and Ultimo in the 1970s if they had been built.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: Chris Brown Email: just-fishing@hotmail.com

Address: 98 vine street

Suburb: Darlington Postcode: 2008

Signature: 

Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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

4243

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$16.8 billion WestConnex tollway even though taxpayers carry the financial risk. The public deserves to know the full costs and toll revenues for this project.
- The EIS's claim that greenhouse gas emissions will fall even though the number of vehicle kilometres travelled (VKT) by cars is set to increase dramatically.
- The destruction of parks, trees and green spaces to make way for this toll road, including critically endangered remnant bush at Beverly Hills.
- A transport solution that includes unfiltered exhaust stacks located so close to schools such as McCallum's Hill Primary, Arncliffe Primary and Haberfield Primary
- The threat WestConnex poses to the endangered species such as the Green and Golden Bell Frogs at Arncliffe, which are unlikely to survive being so close to the pollution stack and portal planned for their Kogarah Golf Club habitat.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact this extra traffic will have on our key roads, such as Canterbury Rd, Stoney Creek Rd, King Georges Rd, Liverpool Rd, Moorefields Rd and Forest Rd.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how more sustainable transport options could be a better use of this toll road project's estimated \$16.8 billion cost.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 even as it fails to consider the negative impacts of the same.

I ask you to acknowledge my submission and respond to each of my concerns.

Name: CLAUDIA HERMANN

Email: cl_hermann@hotmail.com

Address: 18/5-9 TUPPI STREET

Suburb: NEWTOWN NSW Postcode: 2042

Signature: 

The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

I object to this project and the entire WestConnex of which it is a part. I ask you to reject this proposal on the basis of this environmental impact statement (EIS). I object to many specific aspects of the EIS. I expect you to publish this submission and send me a response to my objections.

I object on the following grounds:

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

I object to Westconnex's plan to deliberately increase traffic on already congested roads in St Peters, Enmore, Alexandria and Kingsgrove. I am particularly concerned about schools being situated so close to heavily congested roads. The failure of RMS or AECOM to model the impacts on the local road system is unacceptable.

Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. The forced acquisitions, destruction of green space, and the construction and operation of the project will reduce enjoyment and amenity of the park. The current quiet paths, the exercise equipment areas, children's play areas and the sports grounds, and more will be surrounded by major highways, unfiltered pollution stacks, and a monstrous LA-style spaghetti interchange.

The RMS have misled the public and City of Sydney 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 City of Sydney Council that it planned to forcibly acquire another 6000 square metres. It is disgraceful that y Council only became aware that some of this land would be acquired after this EIS was lodged.

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The loss of Sydney Park and other local recreational & social space occurs where apartment blocks are being built in increasing numbers with inadequate green space and community facilities. There is insufficient information about population growth in the traffic modelling section. I object to the forced removal of tenants and homeowners, some of whom have been paid under market value for their homes.

I object to the massive increase in traffic, especially heavy vehicles (every 2 minutes 24 hours a day during the excavation and construction of the interchange) onto roads along Sydney Park. Noise, dust and diesel exhaust (classified as a carcinogenic pollutant) will make the edges of the park unusable and dangerous for children and elderly people.

I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: Yantun Fisher Email: Wahifisher@optusnet.au.au
Address: 10 Ada St
Suburb: Eastwood Postcode: 2043
Signature: [Handwritten Signature]

Secretary

4245

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

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- The superficial analysis of alternatives to WestConnex, which fails to properly consider how more sustainable transport options could be a better use of this toll road project's estimated \$16.8 billion cost.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 even as it fails to consider the negative impacts of the same.

I ask you to acknowledge my submission and respond to each of my concerns.

Name: MATTHEW DALLY

Email: matthewdally@hotmail.com

Address: 110A Gowerie St

Suburb: NEWTOWN Postcode: 2042

Signature: Matthew Dally


Secretary
NSW Department of Planning and Environment
GPO Box 39, Sydney NSW 2001
Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

4246

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- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being awarded -before this EIS was lodged.
- AECOM being paid to do this EIS because it has a strong commercial stake in the project, despite the fact it has a poor history of traffic modelling.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how options such as improved traffic management and public transport, especially in the western suburbs, could be a better use of its projected \$15.4 billion cost. In fact, this project is instead of the practical and intelligent analysis contained in the NSW Master Transport Plan V2012.
- The poor standard of community consultation for this project.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
- The complete failure of WestConnex to consult with the business community of Kingsgrove, Newtown, Enmore, St Peters, and Arncliffe.
- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
- The impact of compulsory acquisitions where residents are being offered below-market prices for their homes and businesses, and the associated distress and trauma this has already caused.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact of this extra traffic will have on our local roads – Moorefields, Stoney Creek, King Georges, Canterbury and Kingsgrove Roads that will grind our suburbs into a gridlock.
- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: Camilla Lawson Email: camilla@messwithit.com.au
Address: 147 Rochford St
Suburb: Erskineville NSW Postcode: 2043
Signature: 

The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

I object to this project and the entire WestConnex of which it is a part. I ask you to reject this proposal on the basis of this environmental impact statement (EIS). I object to many specific aspects of the EIS. I expect you to publish this submission and send me a response to my objections.

I object on the following grounds:

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I object to Westconnex's plan to deliberately increase traffic on already congested roads in St Peters, Enmore, Alexandria and Kingsgrove. I am particularly concerned about schools being situated so close to heavily congested roads. The failure of RMS or AECOM to model the impacts on the local road system is unacceptable.

Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. The forced acquisitions, destruction of green space, and the construction and operation of the project will reduce enjoyment and amenity of the park. The current quiet paths, the exercise equipment areas, children's play areas and the sports grounds, and more will be surrounded by major highways, unfiltered pollution stacks, and a monstrous LA-style spaghetti interchange.

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I object to the massive increase in traffic, especially heavy vehicles (every 2 minutes 24 hours a day during the excavation and construction of the interchange) onto roads along Sydney Park. Noise, dust and diesel exhaust (classified as a carcinogenic pollutant) will make the edges of the park unusable and dangerous for children and elderly people.

I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: Camilla Lawson Email: camilla@messwithit.com.au

Address: 147 Rochford St

Suburb: Erskineville NSW Postcode: 2043

Signature: Camilla Lawson

The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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Name:

Maria Ikon

Email:

maria.ikon@kiddymonster.com

Address:

11 Campbell St

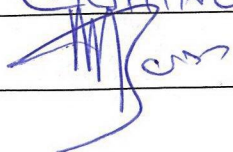
Suburb:

Kingsgrove

Postcode:

2043

Signature



Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

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. The Social and Economic impacts of the project are based on out of date 2011 baseline statistics. There have been massive actual (and future) developments and changes in the Inner West areas impacted by the St Peters Interchange that make these 2011 statistics all but meaningless.
2. 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.
3. The RMS has lied about how much of Sydney Park was needed for the New M5. It is disgraceful that the City Council only became aware that some of its land would be acquired well after this EIS was lodged. Sydney Park is a crucial regional park and will be significantly impacted by Westconnex New M5.
4. 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. The NSW government should be preserving green space and vegetation not destroying it.
5. Valuable heritage buildings will be destroyed or left marooned and surrounded by tollway in St Peters.
6. Experts at the EIS exhibition sessions gave contradictory advice about traffic modelling. All traffic modelling should be transparent and independently tested, particularly because AECOM has a poor record in traffic modeling.
7. The Social and Economic aspects of this EIS are totally negligent by exclusion of costs, health, traffic modeling, and social and economic impacts on communities and businesses outside the immediate vicinity of the project construction footprint. The St Peters Interchange will directly impact vast local areas including Tempe, St Peters, Alexandria, Erskineville, Newtown, Enmore, Stanmoreyet the NSW Department of Planning and Environment does not require these massive impacts to be analysed and presented to the public when considering the EIS.
8. There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in Western Sydney that have been given no information or consulted.
9. 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.
10. 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.

I am appalled by the lack of priority for public transport

Name: Ann Fisher Suburb: Erskineville Postcode: 2043
Street: 10 Ann St
Address: Erskineville Email Address: annfisher@optusnet.com.au


Please publish this submission on the NSW Department of Planning and Environment website

Secretary
 NSW Department of Planning and Environment
 GPO Box 39, Sydney NSW 2001
 Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being awarded -before this EIS was lodged.
- AECOM being paid to do this EIS because it has a strong commercial stake in the project, despite the fact it has a poor history of traffic modelling.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how options such as improved traffic management and public transport, especially in the western suburbs, could be a better use of its projected \$15.4 billion cost. In fact, this project is instead of the practical and intelligent analysis contained in the NSW Master Transport Plan V2012.
- The poor standard of community consultation for this project.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
- The complete failure of WestConnex to consult with the business community of Kingsgrove, Newtown, Enmore, St Peters, and Arncliffe.
- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
- The impact of compulsory acquisitions where residents are being offered below-market prices for their homes and businesses, and the associated distress and trauma this has already caused.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact of this extra traffic will have on our local roads – Moorefields, Stoney Creek, King Georges, Canterbury and Kingsgrove Roads that will grind our suburbs into a gridlock.
- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: Elizabeth Hamilton Email: j-e-hamilton@hotmail.com
 Address: 39/6 Williams Parade
 Suburb: Dulwich Hill NSW Postcode: 2203
 Signature: 


Secretary
NSW Department of Planning and Environment
GPO Box 39, Sydney NSW 2001
Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

4251

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
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- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I am against this grossly expensive unwanted road!
I ask you to acknowledge my submission and respond to each of the concerns I have raised. -

Name: Ann Fisher Email: annfisher@oplnet.com.au
Address: 10 Ash St
Suburb: Opshorneville Postcode: 2043
Signature: 

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

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

- ❖ The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees, and other green spaces, including critically endangered forest.
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- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- ❖ The lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestCONnex toll road, including this project.
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- ❖ The compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government knows is unfair, and the way people have been forced out of their homes and businesses before this EIS was even on display.
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- ❖ A complete failure to consult with local businesses, including those in Newtown, Alexandria and St Peters, which would be destroyed by the traffic and/or construction impacts this project.
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- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

Name: LEONARDO BURLANOWSKI, LINA DA ROCHA Email: LEOBURLA@HOTMAIL.COM

Address: UNIT 3501, 177-219 MITCHELL RD.

Suburb: ERSKINEVILLE Postcode: 2043

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

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

Name: NADIA MARIA LOPES MORIM Email: NADIA.MORIM2@HOTMAIL.COM

Address: UNIT 3501, 177-219 MITCHELL RD.

Suburb: ERSKINEVILLE Postcode: 2043

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

Name: Teresa Werstak Email: twerstak@hotmail.com
Address: 50 Rochfort St
Suburb: ERSKINEVILLE Postcode: 2043

Project SSI 14_6788: Submission on EIS for WestConnex New M5

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

4255

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

Name: Karen Hamilton Email: hamiltonkaren@gmail.com

Address: 16/127 Railway Parade

Suburb: Erskineville NSW Postcode: 2043

Project SSI 14_6788: Submission on EIS for WestConnex New M5

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

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

Name: ADRIENNE HIGGS Email: adoshiggs98@gmail.com
Address: 11 MORRISSEY RD
Suburb: ERSKINEVILLE Postcode: 2043

Project SSI 14_6788: Submission on EIS for WestConnex New M5

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

4257

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

Name: NORMAN BARRINGTON-HIGGS Email: normanbarringtonhiggs@yahoo.com.au

Address: 11 MORRISSEY RD,

Suburb: BROCKWELL Postcode: 2043

Project SSI 14_6788: Submission on EIS for WestConnex New M5

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

4258

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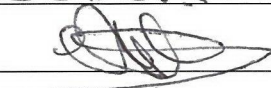
Name: Gillian Pick Email: gpick@cityofsydney.nsw.gov.au
Address: 40/356 George St, Waterloo
Suburb: WATERLOO Postcode: 2017

Secretary
 NSW Department of Planning and Environment
 GPO Box 39, Sydney NSW 2001
 Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being awarded -before this EIS was lodged.
- AECOM being paid to do this EIS because it has a strong commercial stake in the project, despite the fact it has a poor history of traffic modelling.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how options such as improved traffic management and public transport, especially in the western suburbs, could be a better use of its projected \$15.4 billion cost. In fact, this project is instead of the practical and intelligent analysis contained in the NSW Master Transport Plan V2012.
- The poor standard of community consultation for this project.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
- The complete failure of WestConnex to consult with the business community of Kingsgrove, Newtown, Enmore, St Peters, and Arncliffe.
- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
- The impact of compulsory acquisitions where residents are being offered below-market prices for their homes and businesses, and the associated distress and trauma this has already caused.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact of this extra traffic will have on our local roads – Moorefields, Stoney Creek, King Georges, Canterbury and Kingsgrove Roads that will grind our suburbs into a gridlock.
- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: Chandana Keshava-Basud Email: Keshava-Basud102@bigpond.com
 Address: 25 Pleasant Avenue
 Suburb: Eastliff Postcode: 2043
 Signature: 

Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- ❖ The Social and Economic impacts of the project are based on out of date 2011 baseline statistics. There have been massive actual (and future) developments and changes in the Inner West areas impacted by the St Peters Interchange that make these 2011 statistics all but meaningless.
- ❖ 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.
- ❖ The RMS has lied about how much of Sydney Park was needed for the New M5. It is disgraceful that the City Council only became aware that some of its land would be acquired well after this EIS was lodged. Sydney Park is a crucial regional park and will be significantly impacted by Westconnex New M5.
- ❖ 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. The NSW government should be preserving green space and vegetation not destroying it.
- ❖ Valuable heritage buildings will be destroyed or left marooned and surrounded by tollway in St Peters.
- ❖ Experts at the EIS exhibition sessions gave contradictory advice about traffic modelling. All traffic modelling should be transparent and independently tested, particularly because AECOM has a poor record in traffic modeling.
- ❖ The Social and Economic aspects of this EIS are totally negligent by exclusion of costs, health, traffic modeling, and social and economic impacts on communities and businesses outside the immediate vicinity of the project construction footprint. The St Peters Interchange will directly impact vast local areas including Tempe, St Peters, Alexandria, Erskineville, Newtown, Enmore, Stanmoreyet the NSW Department of Planning and Environment does not require these massive impacts to be analysed and presented to the public when considering the EIS.
- ❖ There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in Western Sydney that have been given no information or consulted.
- ❖ 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.
- ❖ 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.

.....
Name: ANTHONY MCCOSKER Suburb: ERSKINEVILLE Postcode: 2043
Street
Address: 38 CHARLES ST Email Address: _____

Please publish this submission on the NSW Department of Planning and Environment website

Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- I. This EIS is fundamentally flawed in that the tunnels between King Georges Road and Bexley Road and Arncliffe are being built as 3 lanes wide but marked as 2 only, with any increase to 3 lane usage subject to another EIS. This indicates that the engineering of the tunnels and ventilation, and the impact on local communities, is 50% understated in this EIS.
- II. This EIS is fundamentally flawed in that the tunnels between Arncliffe and St Peters are being built as 5 lanes wide but marked as 2 only, with any increase to 3, 4, or 5 lane usage subject to another EIS. This indicates that the engineering of the tunnels and ventilation, and the impact on local communities, is potentially 80% understated in this EIS for 5 lane usage.
- III. Local road upgrades just outside the project footprint included in this EIS are excluded totally from this EIS as regards costs, health, traffic modeling, and social and economic impacts. The 7 lane Euston Road between Sydney Park Road and Maddox Street narrowing to 4 lanes can mean only further forced property acquisitions along Euston / McEvoy to increase the road capacity and/or imposition of 24 hour clearways. The same situation arises for local roads coming off the St Peters Interchange such as Campbell Street 7 lanes into Unwins Bridge 4 lanes into Edgeware Road 2 lanes with current parking.
- IV. 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.
- V. 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. Why are these 'non-construction of Stage 3' impacts not explored in full in this decision making process for Stage 2?
- VI. The EIS refers to benefits 'if a future Sydney Gateway project proceeds'. No details have been provided in the EIS as to what this even is, let alone what the costs, health, traffic modeling, and social and economic impacts on local communities may be?
- VII. Westconnex has stated in community meetings that detailed traffic modeling has been done for various intersections (Sydney Park Road / Euston; Sydney Park Road / Huntley; Euston / Maddox; Sydney Park Road / Mitchell Road) but these have not been published in the EIS. This means the impacts on Erskineville, Alexandria and Newtown cannot be analysed in this EIS.
- VIII. Westconnex has acknowledged in community meetings there will two 'on demand' pedestrian crossings on Euston Road between Campbell Street and Sydney Park Road intersection. This will result in a back up of traffic on what is meant to be an 80 kph roadway. This makes no engineering nor traffic management sense.
- IX. 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.

.....
Name: ANTHONY MCCOSKER Suburb: ERSKINEVILLE Postcode: 2043
Street
Address: 38 CHARLES ST Email Address: _____

Please publish this submission on the NSW Department of Planning and Environment website

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

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- i. There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- ii. Westconnex will not release its full assumptions on which it is based so that Councils and independent experts can test its predictions.
- iii. The cost of Westconnex is escalating at a rate of \$2 billion a year
- iv. There has been no genuine consultation with the community.
- v. The New M5 will dump over 100,000 cars and trucks, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- vi. 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.
- vii. Westconnex has failed to consult with businesses in King St Newtown and other parts of the Inner West. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic and imposition of inevitable clearways.
- viii. No details have been released on the route of the M4/M5 and how it will affect suburbs - e.g there is no information about where mid point tunnelling would take place, nor where smoke stacks will be required for the tunnels between St Peters and Camperdown.
- ix. Westconnex has consistently underestimated the traffic that will be induced but its tollway projects; when these projects failed Sydney will be left with traffic pollution
- x. Thousands of diesel trucks will carry spoil at all times, including peak times, leading to great disruption of local and regional road networks.
- xi. Westconnex will not release its full assumptions on which it is based so that Councils and independent experts can test its predictions.
- xii. It is not clear whether massive proposed increases in population in the Inner Sydney have been taken into account in traffic congestion predictions
- xiii. No noise modelling has been done for how residents living above two stories will be affected
- xiv. Billions of dollars of construction contracts have been let before this EIS was lodged.

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Please publish this submission on the NSW Department of Planning and Environment website

Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- The air quality study shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to surface roads.
- Westconnex will cause costly traffic chaos throughout the Inner West. It is unacceptable that no traffic modelling was done past two intersections after the end of the project.
- There is already flooding at St Peters when there are rain storms. Councils have already found that the flooding 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.
- Most of the information about how Westconnex will deal with the negative impacts on residents, businesses and schools is pushed off to the post planning approval stage. This is unreasonable and leaves many in a state of great uncertainty.
- 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.
- 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 increase damage done to the area and cause rat-running.
- 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 the Alexandria and Erskineville area to help residents cope with the massive rise in density that they are facing over the next ten years.
- Westconnex is no solution to traffic congestion as the EIS shows that several intersections across the project route will remain at Level of Service F (the worst) after the project.

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Name: ANTHONY MCCOSKER Suburb: ERSKINEVILLE Postcode: 2043
Street
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Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

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- B. This EIS is fundamentally flawed in that the tunnels between Arncliffe and St Peters are being built as 5 lanes wide but marked as 2 only, with any increase to 3, 4, or 5 lane usage subject to another EIS. This indicates that the engineering of the tunnels and ventilation, and the impact on local communities, is potentially 80% understated in this EIS for 5 lane usage.
- C. Local road upgrades just outside the project footprint included in this EIS are excluded totally from this EIS as regards costs, health, traffic modeling, and social and economic impacts. The 7 lane Euston Road between Sydney Park Road and Maddox Street narrowing to 4 lanes can mean only further forced property acquisitions along Euston / McEvoy to increase the road capacity and/or imposition of 24 hour clearways. The same situation arises for local roads coming off the St Peters Interchange such as Campbell Street 7 lanes into Unwins Bridge 4 lanes into Edgeware Road 2 lanes with current parking.
- D. 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.
- E. 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. Why are these 'non-construction of Stage 3' impacts not explored in full in this decision making process for Stage 2?
- F. The EIS refers to benefits 'if a future Sydney Gateway project proceeds'. No details have been provided in the EIS as to what this even is, let alone what the costs, health, traffic modeling, and social and economic impacts on local communities may be?
- G. Westconnex has stated in community meetings that detailed traffic modeling has been done for various intersections (Sydney Park Road / Euston ; Sydney Park Road / Huntley; Euston / Maddox; Sydney Park Road / Mitchell Road) but these have not been published in the EIS. This means the impacts on Erskineville, Alexandria and Newtown cannot be analysed in this EIS.
- H. 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 back up of traffic on what is meant to be an 80 kph roadway. This makes no engineering nor traffic management sense.
- I. 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.

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Name: ANTHONY MCLOSKEY Suburb: ERSKINEVILLE Postcode: 2043
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Please publish this submission on the NSW Department of Planning and Environment website

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

I object to the project and the whole WestConnex because:

Westconnex has made no effort whatsoever to consult or hold meetings or information sessions with businesses and shops in the thriving Newtown, Enmore, Erskineville, Alexandria areas.

The EIS states (15-48) that *"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"*

- 1) These assertions are made with great certainty but are nothing more than a fabrication when the M4-M5 link – Haberfield to St Peters is only *"undergoing concept development and subject to planning approval"* and no details are included in the EIS.
- 2) Westconnex has not issued the assumptions and the modelling parameters on which they are basing these statements, so their accuracy cannot be tested by independent experts.
- 3) Each Stage of the project is being assessed separately, but the impact of each project is being considered in the context of the wider Westconnex program of works. No data has been provided as to what happens to King Street and surrounding areas in Stage 2 **IS** built and Stage 3 **NOT** built.
- 4) No details whatsoever have been released about how the supposed 'Sydney Gateway' (*"undergoing concept development"*) will alleviate traffic level concerns in King Street, Enmore Road, Edgeware Road, Euston Road, Mitchell Street, Maddox Street, and other local roads.

The EIS states (15-46) that *"parking along Euston Road would be provided during off-peak periods. However, by around 2031, the traffic performance demands along Euston Road may require all lanes to be available for traffic and off-peak parking may need to be removed. **The removal of carparking would be to the discretion of Roads and Maritime**".*

This confirms that the inevitable increase in traffic on already overcrowded local road networks can only be solved through the imposition of clearways by Roads and Maritime, decimating hundreds of businesses in King Street Newtown, Euston Road, Mitchell Road, Edgeware Road.

.....
Name: ANTHONY MCCOSHER Suburb: ERSKINEVILLE Postcode: 2043
Street
Address: 38 CHARLES ST Email Address: _____

Please publish this submission on the NSW Department of Planning and Environment website

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

- ❖ The destruction of large parts of Sydney Park, Camdensville Park, thousands of trees, and other green spaces, including critically endangered forest.
- ❖ The monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- ❖ The lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestCONnex toll road, including this project.
- ❖ Plans that deliberately expose communities from areas such as St Peters to increased pollution from WestCONnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable.
- ❖ There is no safe level of exposure to fine particulate matter, yet the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
- ❖ The unacceptable impact the project's construction will have on local residents, businesses and schools. In 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, and toxic materials; and more.
- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdensville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
- ❖ The compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government knows is unfair, and the way people have been forced out of their homes and businesses before this EIS was even on display.
- ❖ The failure to seriously consider the long-term impact of WestCONnex on increased carbon emissions, despite the EIS accepting the science of climate change.
- ❖ The unprofessional analysis of the threat posed by the New M5 to biodiversity and endangered species, including endangered Green and Golden Bell Frogs.
- ❖ The total failure of this EIS to consider negative impacts of the entire WestCONnex even as it relies on 'benefits' for the entire toll road to justify this particular project.
- ❖ The poor quality of this EIS, which is full of errors, unsubstantiated claims, omissions, superficial analyses, and questionable and/or opaque modelling.
- ❖ AECOM being paid \$13m of taxpayer money for this EIS despite its huge conflicts of interest.
- ❖ Billion-dollar construction contracts being locked in before this EIS was even lodged.
- ❖ A complete failure to consult with local businesses, including those in Newtown, Alexandria and St Peters, which would be destroyed by the traffic and/or construction impacts this project.
- ❖ WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs.
- ❖ The failure to properly analyse alternatives to WestCONnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.
- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

Name: Jackie Davis Email: jackie.mn@me.com
Address: 83 Station St
Suburb: Newtown Postcode: 2042

Project SSI 14_6788: Submission on EIS for WestConnex New M5

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

4267

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

- ❖ The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees, and other green spaces, including critically endangered forest.
- ❖ The monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- ❖ The lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestCONNex toll road, including this project.
- ❖ Plans that deliberately expose communities from areas such as St Peters to increased pollution from WestCONNex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable.
- ❖ There is no safe level of exposure to fine particulate matter, yet the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
- ❖ The unacceptable impact the project's construction will have on local residents, businesses and schools. In 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, and toxic materials; and more.
- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdenville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
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- ❖ The total failure of this EIS to consider negative impacts of the entire WestCONNex even as it relies on 'benefits' for the entire toll road to justify this particular project.
- ❖ The poor quality of this EIS, which is full of errors, unsubstantiated claims, omissions, superficial analyses, and questionable and/or opaque modelling.
- ❖ AECOM being paid \$13m of taxpayer money for this EIS despite its huge conflicts of interest.
- ❖ Billion-dollar construction contracts being locked in before this EIS was even lodged.
- ❖ A complete failure to consult with local businesses, including those in Newtown, Alexandria and St Peters, which would be destroyed by the traffic and/or construction impacts this project.
- ❖ WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs.
- ❖ The failure to properly analyse alternatives to WestCONNex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.
- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

Name: Haryana Dhillon Email: haryana@dhillon-pack.net

Address: 26A Morrissey Rd

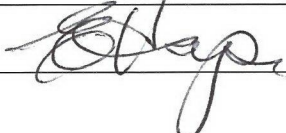
Suburb: Erskineville Postcode: 2043

Secretary
 NSW Department of Planning and Environment
 GPO Box 39, Sydney NSW 2001
 Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being awarded -before this EIS was lodged.
- AECOM being paid to do this EIS because it has a strong commercial stake in the project, despite the fact it has a poor history of traffic modelling.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how options such as improved traffic management and public transport, especially in the western suburbs, could be a better use of its projected \$15.4 billion cost. In fact, this project is instead of the practical and intelligent analysis contained in the NSW Master Transport Plan V2012.
- The poor standard of community consultation for this project.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
- The complete failure of WestConnex to consult with the business community of Kingsgrove, Newtown, Enmore, St Peters, and Arncliffe.
- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
- The impact of compulsory acquisitions where residents are being offered below-market prices for their homes and businesses, and the associated distress and trauma this has already caused.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact of this extra traffic will have on our local roads – Moorefields, Stoney Creek, King Georges, Canterbury and Kingsgrove Roads that will grind our suburbs into a gridlock.
- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: Eileen Hayse Email: eileen.hayse@hotmail.com
 Address: 7705/177 MITCHELL RD
 Suburb: ERSKINEVILLE Postcode: 2043
 Signature: 

Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- 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 is not justified. This will place great pressure on significant numbers of nearby residents throughout day and night-time periods.
- Tunnelling 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 liveable environment of residents during construction and operation would be subject to plans developed later. These plans should be available in the EIS.
- 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.
- Unfiltered ventilation stacks should not be used when safer filtered stacks are being used in other parts of the world. I am particularly concerned about residents on hills and in high buildings in Kingsgrove, St Peters, Arncliffe and Alexandria.
- 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).
- Tollways are not a solution. 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 project will cause immense social harm. It will destroy long-established communities. It will cause an increase in air pollution-related deaths and illnesses. The increase in air pollution will further inhibit lung and nervous system development in children.
- Tunnelling would expose residents to property damage and in some cases would occur only 20 metres below the house. This is not acceptable.
- There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction.
- The social impact study is little more than a 'cut and paste' job and is insulting to communities where hundreds of tenants and owners have lost homes and others will live in decimated communities.
- 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.

.....
Name: ANTHONY McCOSKER Suburb: ERSKINEVILLE Postcode: 2043
Street
Address: 38 CHARLES ST Email Address: _____

The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

I object to this project and the entire WestConnex of which it is a part. I ask you to reject this proposal on the basis of this environmental impact statement (EIS). I object to many specific aspects of the EIS. I expect you to publish this submission and send me a response to my objections.

I object on the following grounds:

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

I object to Westconnex's plan to deliberately increase traffic on already congested roads in St Peters, Enmore, Alexandria and Kingsgrove. I am particularly concerned about schools being situated so close to heavily congested roads. The failure of RMS or AECOM to model the impacts on the local road system is unacceptable.

Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. The forced acquisitions, destruction of green space, and the construction and operation of the project will reduce enjoyment and amenity of the park. The current quiet paths, the exercise equipment areas, children's play areas and the sports grounds, and more will be surrounded by major highways, unfiltered pollution stacks, and a monstrous LA-style spaghetti interchange.

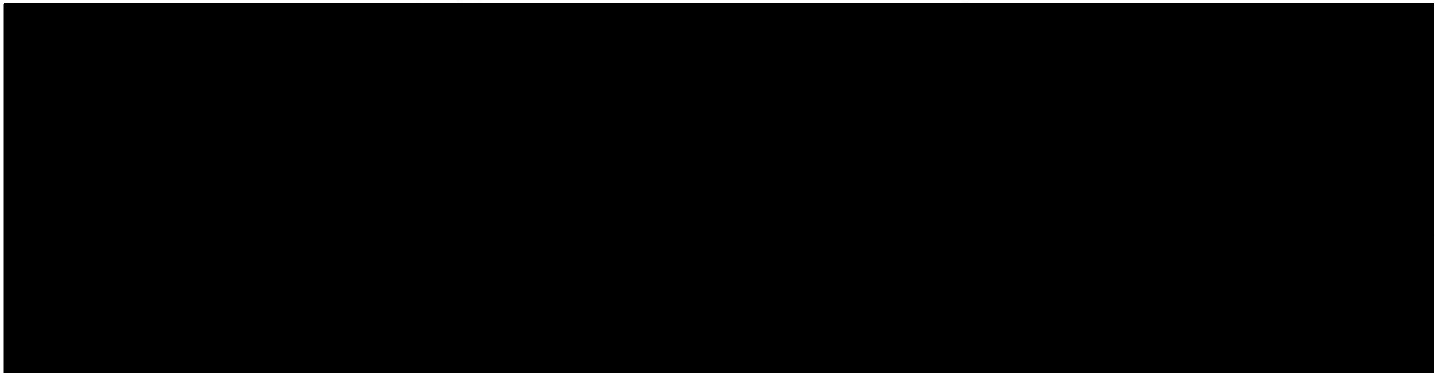
The RMS have misled the public and City of Sydney about its plan to take 14,000 square metres of Sydney Park. For months it said it would only take 8,000 square metres, leaving it until the EIS was lodged to inform the City of Sydney Council that it planned to forcibly acquire another 6000 square metres. It is disgraceful that y Council only became aware that some of this land would be acquired after this EIS was lodged.

The loss of over 350 established trees including beautiful paperbarks and other vegetation for the massively widened Euston Rd (to 7 lanes) exposes residents to more heat, noise & exhaust pollution from traffic that will pour out of the tunnel onto Euston, Campbell and other local roads. It is unacceptable that some homes will be less than 2 metres from the road.

The loss of Sydney Park and other local recreational & social space occurs where apartment blocks are being built in increasing numbers with inadequate green space and community facilities. There is insufficient information about population growth in the traffic modelling section. I object to the forced removal of tenants and homeowners, some of whom have been paid under market value for their homes.

I object to the massive increase in traffic, especially heavy vehicles (every 2 minutes 24 hours a day during the excavation and construction of the interchange) onto roads along Sydney Park. Noise, dust and diesel exhaust (classified as a carcinogenic pollutant) will make the edges of the park unusable and dangerous for children and elderly people.

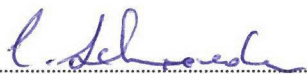
I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.



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

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- A. The New M5 will dump over 100,000 cars and trucks in Inner West suburbs, many of which will end up on local streets. This is not by accident – it is intentional.
- B. There has been no consultation with businesses in King St and other parts of Inner Sydney. King Street's thriving street life would be destroyed by increased traffic. Assurances that clearways won't be created are worthless.
- C. It's outrageous that Euston Road would be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a polluted road should be bought to within several metres of existing bedrooms.
- D. 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
- E. I object to the fact that no serious traffic modelling has been done outside the project area; it is absurd to suggest that the impacts will stop at the end of the project.
- F. Roads and Maritimes Services was given approval to build the old M5 on condition that it protected critically endangered flora and fauna. Now it wants to destroy that same flora and fauna for a new tollway because its old project failed to solve congestion. This would make the system of conditions meaningless.
- G. I object to a weak consideration of alternatives which consists of little more than bald claims. The public deserves evidence based analysis of alternatives including public transport and traffic management.
- H. Billion dollar contracts have been awarded to tollway companies although the government is aware that local government election bodies and many experts are convinced Westconnex won't deliver on its objectives. This places unreasonable pressure on planners to approve the project.
- I. AECOM which has a record of failed traffic modelling has been paid \$13 million to do this EIS while it has other contracts which depend on Westconnex going ahead. This is an unacceptable conflict of interest.
- J. There is already insufficient parking in the Inner West. I objects to hundreds of parking spaces being removed, some permanently and some for years of construction.
- K. I object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.
- L. I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.
- M. I object to the removal of part of Sydney Park and replacing its beautiful paper bark trees with polluting traffic.
- N. I object to a selection of tunnelling methods that prioritise construction timelines against the risk of vibration damage to residents' property.
- O. I object to the use of an air quality model that hasn't been used in Australia before and which cannot be verified by the NSW EPA. There will be an increase in dangerous pollution in some areas close to the tollway portals, including near schools. It 's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children.



Name: Colin Schroeder Email: ckschroeder@gmail.com
Address: 172 BELMONT ST
Suburb: ALEXANDRIA Postcode: 2015

Please publish this submission with my name and suburb in accordance with an undertaking published on the Planning Department website

The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

I object to this project and the entire WestConnex of which it is a part. I ask you to reject this proposal on the basis of this environmental impact statement (EIS). I object to many specific aspects of the EIS. I expect you to publish this submission and send me a response to my objections.

I object on the following grounds:

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

I object to Westconnex's plan to deliberately increase traffic on already congested roads in St Peters, Enmore, Alexandria and Kingsgrove. I am particularly concerned about schools being situated so close to heavily congested roads. The failure of RMS or AECOM to model the impacts on the local road system is unacceptable.

Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. The forced acquisitions, destruction of green space, and the construction and operation of the project will reduce enjoyment and amenity of the park. The current quiet paths, the exercise equipment areas, children's play areas and the sports grounds, and more will be surrounded by major highways, unfiltered pollution stacks, and a monstrous LA-style spaghetti interchange.

The RMS have misled the public and City of Sydney 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 City of Sydney Council that it planned to forcibly acquire another 6000 square metres. It is disgraceful that y Council only became aware that some of this land would be acquired after this EIS was lodged.

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The loss of Sydney Park and other local recreational & social space occurs where apartment blocks are being built in increasing numbers with inadequate green space and community facilities. There is insufficient information about population growth in the traffic modelling section. I object to the forced removal of tenants and homeowners, some of whom have been paid under market value for their homes.


I object to the massive increase in traffic, especially heavy vehicles (every 2 minutes 24 hours a day during the excavation and construction of the interchange) onto roads along Sydney Park. Noise, dust and diesel exhaust (classified as a carcinogenic pollutant) will make the edges of the park unusable and dangerous for children and elderly people.

I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: Eddy Blaxell Email: edblax@gmail.com

Address: 90 Newnan St

Suburb: Newtown Postcode: 2042

Signature 

Project SSI 14_6788: Submission on EIS for WestConnex New M5

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

4273

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

- ❖ The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees, and other green spaces, including critically endangered forest.
- ❖ The monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- ❖ The lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestCONnex toll road, including this project.
- ❖ Plans that deliberately expose communities from areas such as St Peters to increased pollution from WestCONnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable.
- ❖ There is no safe level of exposure to fine particulate matter, yet the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
- ❖ The unacceptable impact the project's construction will have on local residents, businesses and schools. In 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, and toxic materials; and more.
- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdenville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
- ❖ The compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government knows is unfair, and the way people have been forced out of their homes and businesses before this EIS was even on display.
- ❖ The failure to seriously consider the long-term impact of WestCONnex on increased carbon emissions, despite the EIS accepting the science of climate change.
- ❖ The unprofessional analysis of the threat posed by the New M5 to biodiversity and endangered species, including endangered Green and Golden Bell Frogs.
- ❖ The total failure of this EIS to consider negative impacts of the entire WestCONnex even as it relies on 'benefits' for the entire toll road to justify this particular project.
- ❖ The poor quality of this EIS, which is full of errors, unsubstantiated claims, omissions, superficial analyses, and questionable and/or opaque modelling.
- ❖ AECOM being paid \$13m of taxpayer money for this EIS despite its huge conflicts of interest.
- ❖ Billion-dollar construction contracts being locked in before this EIS was even lodged.
- ❖ A complete failure to consult with local businesses, including those in Newtown, Alexandria and St Peters, which would be destroyed by the traffic and/or construction impacts this project.
- ❖ WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs.
- ❖ The failure to properly analyse alternatives to WestCONnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.
- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

Name: Nicholas Murray Email: artemidorus.ephesius@gmail.com
Address: 25 Burren St Erskineville
Suburb: Erskineville Postcode: 2043

The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

I object to this project and the entire WestConnex of which it is a part. I ask you to reject this proposal on the basis of this environmental impact statement (EIS). I object to many specific aspects of the EIS. I expect you to publish this submission and send me a response to my objections.

I object on the following grounds:

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

I object to Westconnex's plan to deliberately increase traffic on already congested roads in St Peters, Enmore, Alexandria and Kingsgrove. I am particularly concerned about schools being situated so close to heavily congested roads. The failure of RMS or AECOM to model the impacts on the local road system is unacceptable.

Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. The forced acquisitions, destruction of green space, and the construction and operation of the project will reduce enjoyment and amenity of the park. The current quiet paths, the exercise equipment areas, children's play areas and the sports grounds, and more will be surrounded by major highways, unfiltered pollution stacks, and a monstrous LA-style spaghetti interchange.

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I object to the massive increase in traffic, especially heavy vehicles (every 2 minutes 24 hours a day during the excavation and construction of the interchange) onto roads along Sydney Park. Noise, dust and diesel exhaust (classified as a carcinogenic pollutant) will make the edges of the park unusable and dangerous for children and elderly people.

I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: LIZ MARSHALL Email: LIZMARSHALL452/AT/00.COM.AU
Address: 2108/8 EVELL ST
Suburb: ERRIS Postcode: 2043
Signature: [Signature]

Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- I. This EIS is fundamentally flawed in that the tunnels between King Georges Road and Bexley Road and Arncliffe are being built as 3 lanes wide but marked as 2 only, with any increase to 3 lane usage subject to another EIS. This indicates that the engineering of the tunnels and ventilation, and the impact on local communities, is 50% understated in this EIS.
- II. This EIS is fundamentally flawed in that the tunnels between Arncliffe and St Peters are being built as 5 lanes wide but marked as 2 only, with any increase to 3, 4, or 5 lane usage subject to another EIS. This indicates that the engineering of the tunnels and ventilation, and the impact on local communities, is potentially 80% understated in this EIS for 5 lane usage.
- III. Local road upgrades just outside the project footprint included in this EIS are excluded totally from this EIS as regards costs, health, traffic modeling, and social and economic impacts. The 7 lane Euston Road between Sydney Park Road and Maddox Street narrowing to 4 lanes can mean only further forced property acquisitions along Euston / McEvoy to increase the road capacity and/or imposition of 24 hour clearways. The same situation arises for local roads coming off the St Peters Interchange such as Campbell Street 7 lanes into Unwins Bridge 4 lanes into Edgeware Road 2 lanes with current parking.
- IV. 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.
- V. 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. Why are these 'non-construction of Stage 3' impacts not explored in full in this decision making process for Stage 2 ?
- VI. The EIS refers to benefits 'if a future Sydney Gateway project proceeds'. No details have been provided in the EIS as to what this even is, let alone what the costs, health, traffic modeling, and social and economic impacts on local communities may be?
- VII. Westconnex has stated in community meetings that detailed traffic modeling has been done for various intersections (Sydney Park Road / Euston ; Sydney Park Road / Huntley; Euston / Maddox; Sydney Park Road / Mitchell Road) but these have not been published in the EIS. This means the impacts on Erskinvile, Alexandria and Newtown cannot be analysed in this EIS.
- VIII. Westconnex has acknowledged in community meetings there will two 'on demand' pedestrian crossings on Euston Road between Campbell Street and Sydney Park Road intersection. This will result in a back up of traffic on what is meant to be an 80 kph roadway. This makes no engineering nor traffic management sense.
- IX. 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.

Name: PAUL VONWILZER Suburb: ROZELLE Postcode: 2039
Street: PO Box 611 Email Address: paul.vonwiler@gmail.com

Please publish this submission on the NSW Department of Planning and Environment website

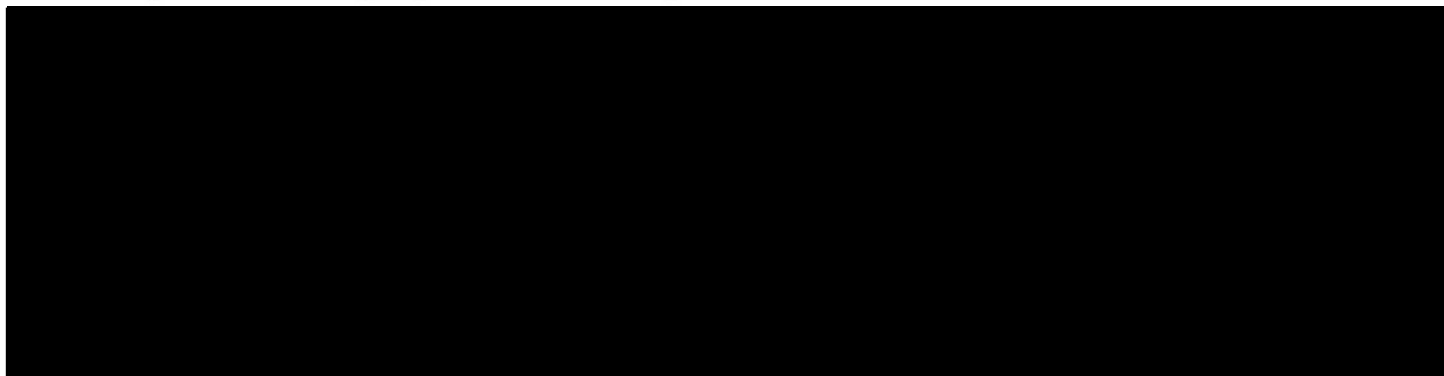
Yours Sincerely,
Paul Vonwiler

Secretary
 NSW Department of Planning and Environment
 GPO Box 39, Sydney NSW 2001
 Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being awarded -before this EIS was lodged.
- AECOM being paid to do this EIS because it has a strong commercial stake in the project, despite the fact it has a poor history of traffic modelling.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how options such as improved traffic management and public transport, especially in the western suburbs, could be a better use of its projected \$15.4 billion cost. In fact, this project is instead of the practical and intelligent analysis contained in the NSW Master Transport Plan V2012.
- The poor standard of community consultation for this project.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
- The complete failure of WestConnex to consult with the business community of Kingsgrove, Newtown, Enmore, St Peters, and Arncliffe.
- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
- The impact of compulsory acquisitions where residents are being offered below-market prices for their homes and businesses, and the associated distress and trauma this has already caused.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact of this extra traffic will have on our local roads – Moorefields, Stoney Creek, King Georges, Canterbury and Kingsgrove Roads that will grind our suburbs into a gridlock.
- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.



Secretary

4277

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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

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- The NSW Government's failure to publish a full and transparent business case for the \$16.8 billion WestConnex tollway even though taxpayers carry the financial risk. The public deserves to know the full costs and toll revenues for this project.
- The EIS's claim that greenhouse gas emissions will fall even though the number of vehicle kilometres travelled (VKT) by cars is set to increase dramatically.
- The destruction of parks, trees and green spaces to make way for this toll road, including critically endangered remnant bush at Beverly Hills.
- A transport solution that includes unfiltered exhaust stacks located so close to schools such as McCallum's Hill Primary, Arncliffe Primary and Haberfield Primary
- The threat WestConnex poses to the endangered species such as the Green and Golden Bell Frogs at Arncliffe, which are unlikely to survive being so close to the pollution stack and portal planned for their Kogarah Golf Club habitat.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact this extra traffic will have on our key roads, such as Canterbury Rd, Stoney Creek Rd, King Georges Rd, Liverpool Rd, Moorefields Rd and Forest Rd.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how more sustainable transport options could be a better use of this toll road project's estimated \$16.8 billion cost.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 even as it fails to consider the negative impacts of the same.


I ask you to acknowledge my submission and respond to each of my concerns.

Name: PAUL VINCENT

Email: PAULVINI@LIVE.COM

Address: 82 BURRER ST

Suburb: ERSKINEVILLE Postcode: 2047

Signature: 

Secretary

4278

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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

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- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
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- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: Danielle Zucco Email: zuccodanielle@hotmail.com
Address: 7 Jennings St
Suburb: Alexandra Postcode: 2015
Signature: DZucco

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

I object to the project and the whole WestConnex because:

Westconnex has made no effort whatsoever to consult or hold meetings or information sessions with businesses and shops in the thriving Newtown, Enmore, Erskineville, Alexandria areas.

The EIS states (15-48) that *"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"*

- These assertions are made with great certainty but are nothing more than a fabrication when the M4-M5 link – Haberfield to St Peters is only *"undergoing concept development and subject to planning approval"* and no details are included in the EIS.
- Westconnex has not issued the assumptions and the modelling parameters on which they are basing these statements, so their accuracy cannot be tested by independent experts.
- Each Stage of the project is being assessed separately, but the impact of each project is being considered in the context of the wider Westconnex program of works. No data has been provided as to what happens to King Street and surrounding areas in Stage 2 IS built and Stage 3 **NOT** built.
- No details whatsoever have been released about how the supposed 'Sydney Gateway' (*"undergoing concept development"*) will alleviate traffic level concerns in King Street, Enmore Road, Edgeware Road, Euston Road, Mitchell Street, Maddox Street, and other local roads.

The EIS states (15-46) that *"parking along Euston Road would be provided during off-peak periods. However, by around 2031, the traffic performance demands along Euston Road may require all lanes to be available for traffic and off-peak parking may need to be removed. **The removal of car parking would be to the discretion of Roads and Maritime**".*

This confirms that the inevitable increase in traffic on already overcrowded local road networks can only be solved through the imposition of clearways by Roads and Maritime, decimating hundreds of businesses in King Street Newtown, Euston Road, Mitchell Road, Edgeware Road.

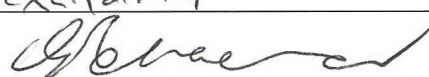
Name: D Zucco Suburb: Alexandria Postcode: 2015
Street: 7 Jennings St
Address: 7 Jennings St Email Address: Zucco danielle@hotmail.com

Secretary
 NSW Department of Planning and Environment
 GPO Box 39, Sydney NSW 2001
 Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being awarded -before this EIS was lodged.
- AECOM being paid to do this EIS because it has a strong commercial stake in the project, despite the fact it has a poor history of traffic modelling.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how options such as improved traffic management and public transport, especially in the western suburbs, could be a better use of its projected \$15.4 billion cost. In fact, this project is instead of the practical and intelligent analysis contained in the NSW Master Transport Plan V2012.
- The poor standard of community consultation for this project.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
- The complete failure of WestConnex to consult with the business community of Kingsgrove, Newtown, Enmore, St Peters, and Arncliffe.
- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
- The impact of compulsory acquisitions where residents are being offered below-market prices for their homes and businesses, and the associated distress and trauma this has already caused.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact of this extra traffic will have on our local roads – Moorefields, Stoney Creek, King Georges, Canterbury and Kingsgrove Roads that will grind our suburbs into a gridlock.
- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: Elizabeth Nager Email: elizabethn@inet.net.au
 Address: 24 Mitchell Road
 Suburb: Alexandria Postcode: 2015
 Signature: 

Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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

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- The NSW Government's failure to publish a full and transparent business case for the \$16.8 billion WestConnex tollway even though taxpayers carry the financial risk. The public deserves to know the full costs and toll revenues for this project.
- The EIS's claim that greenhouse gas emissions will fall even though the number of vehicle kilometres travelled (VKT) by cars is set to increase dramatically.
- The destruction of parks, trees and green spaces to make way for this toll road, including critically endangered remnant bush at Beverly Hills.
- A transport solution that includes unfiltered exhaust stacks located so close to schools such as McCallum's Hill Primary, Arncliffe Primary and Haberfield Primary
- The threat WestConnex poses to the endangered species such as the Green and Golden Bell Frogs at Arncliffe, which are unlikely to survive being so close to the pollution stack and portal planned for their Kogarah Golf Club habitat.
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- This EIS using the positive impact of the entire WestConnex to justify the New M5 even as it fails to consider the negative impacts of the same.

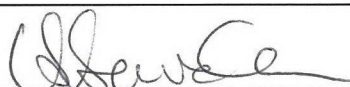
I ask you to acknowledge my submission and respond to each of my concerns.

Name: Linda Bowden

Email: lindabowden700@hotmail.com

Address: 37 Burren St

Suburb: Erskineville Postcode: 2043

Signature: 

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- This EIS is fundamentally flawed in that the tunnels between King Georges Road and Bexley Road and Arncliffe are being built as 3 lanes wide but marked as 2 only, with any increase to 3 lane usage subject to another EIS. This indicates that the engineering of the tunnels and ventilation, and the impact on local communities, is 50% understated in this EIS.
- This EIS is fundamentally flawed in that the tunnels between Arncliffe and St Peters are being built as 5 lanes wide but marked as 2 only, with any increase to 3, 4, or 5 lane usage subject to another EIS. This indicates that the engineering of the tunnels and ventilation, and the impact on local communities, is potentially 80% understated in this EIS for 5 lane usage.
- Local road upgrades just outside the project footprint included in this EIS are excluded totally from this EIS as regards costs, health, traffic modeling, and social and economic impacts. The 7 lane Euston Road between Sydney Park Road and Maddox Street narrowing to 4 lanes can mean only further forced property acquisitions along Euston / McEvoy to increase the road capacity and/or imposition of 24 hour clearways. The same situation arises for local roads coming off the St Peters Interchange such as Campbell Street 7 lanes into Unwins Bridge 4 lanes into Edgeware Road 2 lanes with current parking.
- 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. Why are these 'non-construction of Stage 3' impacts not explored in full in this decision making process for Stage 2 ?
- The EIS refers to benefits 'if a future Sydney Gateway project proceeds'. No details have been provided in the EIS as to what this even is, let alone what the costs, health, traffic modeling, and social and economic impacts on local communities may be?
- Westconnex has stated in community meetings that detailed traffic modeling has been done for various intersections (Sydney Park Road / Euston ; Sydney Park Road / Huntley; Euston / Maddox; Sydney Park Road / Mitchell Road) but these have not been published in the EIS. This means the impacts on Erskinvile, Alexandria and Newtown cannot be analysed in this EIS.
- Westconnex has acknowledged in community meetings there will two 'on demand' pedestrian crossings on Euston Road between Campbell Street and Sydney Park Road intersection. This will result in a back up 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.

Project SSI 14_6788: Submission on EIS for WestConnex New M5

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

4283

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

- ❖ The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees, and other green spaces, including critically endangered forest.
- ❖ The monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- ❖ The lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestCONnex toll road, including this project.
- ❖ Plans that deliberately expose communities from areas such as St Peters to increased pollution from WestCONnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable.
- ❖ There is no safe level of exposure to fine particulate matter, yet the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
- ❖ The unacceptable impact the project's construction will have on local residents, businesses and schools. In 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, and toxic materials; and more.
- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdenville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
- ❖ The compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government knows is unfair, and the way people have been forced out of their homes and businesses before this EIS was even on display.
- ❖ The failure to seriously consider the long-term impact of WestCONnex on increased carbon emissions, despite the EIS accepting the science of climate change.
- ❖ The unprofessional analysis of the threat posed by the New M5 to biodiversity and endangered species, including endangered Green and Golden Bell Frogs.
- ❖ The total failure of this EIS to consider negative impacts of the entire WestCONnex even as it relies on 'benefits' for the entire toll road to justify this particular project.
- ❖ The poor quality of this EIS, which is full of errors, unsubstantiated claims, omissions, superficial analyses, and questionable and/or opaque modelling.
- ❖ AECOM being paid \$13m of taxpayer money for this EIS despite its huge conflicts of interest.
- ❖ Billion-dollar construction contracts being locked in before this EIS was even lodged.
- ❖ A complete failure to consult with local businesses, including those in Newtown, Alexandria and St Peters, which would be destroyed by the traffic and/or construction impacts this project.
- ❖ WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs.
- ❖ The failure to properly analyse alternatives to WestCONnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.
- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

Name: ANNA KIRK Email: akirk@bigpond.com

Address: 10, 4-10 PROSPECT ST. ERSKINEVILLE

Suburb: _____ Postcode: 2042

AKM

The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

I object to this project and the entire WestConnex of which it is a part. I ask you to reject this proposal on the basis of this environmental impact statement (EIS). I object to many specific aspects of the EIS. I expect you to publish this submission and send me a response to my objections.

I object on the following grounds:

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

I object to Westconnex's plan to deliberately increase traffic on already congested roads in St Peters, Enmore, Alexandria and Kingsgrove. I am particularly concerned about schools being situated so close to heavily congested roads. The failure of RMS or AECOM to model the impacts on the local road system is unacceptable.

Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. The forced acquisitions, destruction of green space, and the construction and operation of the project will reduce enjoyment and amenity of the park. The current quiet paths, the exercise equipment areas, children's play areas and the sports grounds, and more will be surrounded by major highways, unfiltered pollution stacks, and a monstrous LA-style spaghetti interchange.

The RMS have misled the public and City of Sydney 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 City of Sydney Council that it planned to forcibly acquire another 6000 square metres. It is disgraceful that y Council only became aware that some of this land would be acquired after this EIS was lodged.

The loss of over 350 established trees including beautiful paperbarks and other vegetation for the massively widened Euston Rd (to 7 lanes) exposes residents to more heat, noise & exhaust pollution from traffic that will pour out of the tunnel onto Euston, Campbell and other local roads. It is unacceptable that some homes will be less than 2 metres from the road.

The loss of Sydney Park and other local recreational & social space occurs where apartment blocks are being built in increasing numbers with inadequate green space and community facilities. There is insufficient information about population growth in the traffic modelling section. I object to the forced removal of tenants and homeowners, some of whom have been paid under market value for their homes.

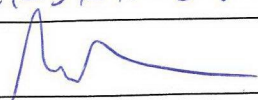
I object to the massive increase in traffic, especially heavy vehicles (every 2 minutes 24 hours a day during the excavation and construction of the interchange) onto roads along Sydney Park. Noise, dust and diesel exhaust (classified as a carcinogenic pollutant) will make the edges of the park unusable and dangerous for children and elderly people.

I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: ROYCE SANDERSON Email: ROYCESANDERSON@BIGPOND.COM

Address: 30 SEPTIMUS ST

Suburb: ERSKINEVILLE Postcode: 2043

Signature 

Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 ; Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- a) The air quality study shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to surface roads.
- b) Westconnex will cause costly traffic chaos throughout the Inner West. It is unacceptable that no traffic modelling was done past two intersections after the end of the project.
- c) There is already flooding at St Peters when there are rain storms. Councils have already found that the flooding modelling is not acceptable for the M4 East and the same approach has been used for the M5.
- d) Experts have not been available at very limited EIS sessions. None were held in Newtown, Alexandria or Erskineville.
- e) Residents are being forced out of homes at below market prices before approval has been given for the project.
- f) Most of the information about how Westconnex will deal with the negative impacts on residents, businesses and schools is pushed off to the post planning approval stage. This is unreasonable and leaves many in a state of great uncertainty.
- g) 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.
- h) 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.
- i) 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 increase damage done to the area and cause rat-running.
- j) 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.
- k) 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.
- l) 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 the Alexandria and Erskineville area to help residents cope with the massive rise in density that they are facing over the next ten years.
- m) Westconnex is no solution to traffic congestion as the EIS shows that several intersections across the project route will remain at Level of Service F (the worst) after the project.

Name: Mark Hunter Suburb: Newtown Postcode: 2042
Street: 80 Liverpool St Email Address: Mark.Hunter@2042E.MAIL.COM.AU
Address:

Please publish this submission on the NSW Department of Planning and Environment website

AM.

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

I object to the project and the whole WestConnex because:

Westconnex has made no effort whatsoever to consult or hold meetings or information sessions with businesses and shops in the thriving Newtown, Enmore, Erskineville, Alexandria areas.

The EIS states (15-48) that *"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"*

- These assertions are made with great certainty but are nothing more than a fabrication when the M4-M5 link – Haberfield to St Peters is only *"undergoing concept development and subject to planning approval"* and no details are included in the EIS.
- Westconnex has not issued the assumptions and the modelling parameters on which they are basing these statements, so their accuracy cannot be tested by independent experts.
- Each Stage of the project is being assessed separately, but the impact of each project is being considered in the context of the wider Westconnex program of works. No data has been provided as to what happens to King Street and surrounding areas in Stage 2 **IS** built and Stage 3 **NOT** built.
- No details whatsoever have been released about how the supposed 'Sydney Gateway' (*"undergoing concept development"*) will alleviate traffic level concerns in King Street, Enmore Road, Edgeware Road, Euston Road, Mitchell Street, Maddox Street, and other local roads.

The EIS states (15-46) that *"parking along Euston Road would be provided during off-peak periods. However, by around 2031, the traffic performance demands along Euston Road may require all lanes to be available for traffic and off-peak parking may need to be removed. **The removal of car parking would be to the discretion of Roads and Maritime**".*

This confirms that the inevitable increase in traffic on already overcrowded local road networks can only be solved through the imposition of clearways by Roads and Maritime, decimating hundreds of businesses in King Street Newtown, Euston Road, Mitchell Road, Edgeware Road.

Name: KEVIN MCGEECHAN Suburb: ST PETERS Postcode: 2044
Street
Address: 37 BROWN ST, ST PETERS Email Address: kevin.mcg70@hotmail.com

Please publish this submission on the NSW Department of Planning and Environment website

Secretary

4287

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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

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- The EIS's claim that greenhouse gas emissions will fall even though the number of vehicle kilometres travelled (VKT) by cars is set to increase dramatically.
- The destruction of parks, trees and green spaces to make way for this toll road, including critically endangered remnant bush at Beverly Hills.
- A transport solution that includes unfiltered exhaust stacks located so close to schools such as McCallum's Hill Primary, Arncliffe Primary and Haberfield Primary
- The threat WestConnex poses to the endangered species such as the Green and Golden Bell Frogs at Arncliffe, which are unlikely to survive being so close to the pollution stack and portal planned for their Kogarah Golf Club habitat.
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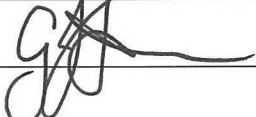


Secretary
 NSW Department of Planning and Environment
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I ask you to acknowledge my submission and respond to each of the concerns I have raised.


Name: GRAEME DURKIN Email: 150mph@gmail.com
 Address: 109 UNION ST
 Suburb: NEWTOWN Postcode: 2042
 Signature: 

Secretary
 NSW Department of Planning and Environment
 GPO Box 39, Sydney NSW 2001
 Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

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I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: Young C Chung Email: _____
 Address: 20 Prospect St, Erskineville, _____
 Suburb: _____ Postcode: 2043
 Signature:  _____

Secretary

4290

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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

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I ask you to acknowledge my submission and respond to each of my concerns.

Name: Luke Atkinson

Email: cap1962@gmail.com

Address: 205 Belmont Street Alexandria

Suburb: Alexandria Postcode: 2015

Signature: Luke Atkinson

Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- a) The air quality study shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to surface roads.
- b) Westconnex will cause costly traffic chaos throughout the Inner West. It is unacceptable that no traffic modelling was done past two intersections after the end of the project.
- c) There is already flooding at St Peters when there are rain storms. Councils have already found that the flooding modelling is not acceptable for the M4 East and the same approach has been used for the M5.
- d) Experts have not been available at very limited EIS sessions. None were held in Newtown, Alexandria or Erskineville.
- e) Residents are being forced out of homes at below market prices before approval has been given for the project.
- f) Most of the information about how Westconnex will deal with the negative impacts on residents, businesses and schools is pushed off to the post planning approval stage. This is unreasonable and leaves many in a state of great uncertainty.
- g) 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.
- h) 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 increase damage done to the area and cause rat-running.
- i) 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.
- j) 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.
- k) 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 the Alexandria and Erskineville area to help residents cope with the massive rise in density that they are facing over the next ten years.
- l) Westconnex is no solution to traffic congestion as the EIS shows that several intersections across the project route will remain at Level of Service F (the worst) after the project.

.....
Name: ANTHONY MCCOCKER Suburb: ERSKINEVILLE Postcode: 2043
Street
Address: 38 CHARLES ST Email Address: _____

Please publish this submission on the NSW Department of Planning and Environment website

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

- ❖ The destruction of large parts of Sydney Park, Camdenville Park, thousands of trees, and other green spaces, including critically endangered forest.
- ❖ The monstrous St Peters Interchange and huge amounts of extra traffic it will dump in local streets in St Peters, Alexandria, Erskineville, Newtown, Tempe and Marrickville.
- ❖ The increases in traffic in these areas that will result from both induced demand and drivers doing 'rat runs' to avoid paying tolls on the current M5 and New M5.
- ❖ The lack of transparency and corrupted processes that characterise the entire \$16.8 billion WestCONnex toll road, including this project.
- ❖ Plans that deliberately expose communities from areas such as St Peters to increased pollution from WestCONnex. Such an approach values the health and safety of people in certain areas of Sydney over others, and is both unjust and unacceptable.
- ❖ There is no safe level of exposure to fine particulate matter, yet the proponents want to build this project knowing it will increase these pollutants around the St Peters Interchange.
- ❖ The unacceptable impact the project's construction will have on local residents, businesses and schools. In 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, and toxic materials; and more.
- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdenville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
- ❖ The compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government knows is unfair, and the way people have been forced out of their homes and businesses before this EIS was even on display.
- ❖ The failure to seriously consider the long-term impact of WestCONnex on increased carbon emissions, despite the EIS accepting the science of climate change.
- ❖ The unprofessional analysis of the threat posed by the New M5 to biodiversity and endangered species, including endangered Green and Golden Bell Frogs.
- ❖ The total failure of this EIS to consider negative impacts of the entire WestCONnex even as it relies on 'benefits' for the entire toll road to justify this particular project.
- ❖ The poor quality of this EIS, which is full of errors, unsubstantiated claims, omissions, superficial analyses, and questionable and/or opaque modelling.
- ❖ AECOM being paid \$13m of taxpayer money for this EIS despite its huge conflicts of interest.
- ❖ Billion-dollar construction contracts being locked in before this EIS was even lodged.
- ❖ A complete failure to consult with local businesses, including those in Newtown, Alexandria and St Peters, which would be destroyed by the traffic and/or construction impacts this project.
- ❖ WestConnex's failure to adequately assess and responsibly handle asbestos, including the huge amounts it has removed ahead of this EIS from the Alexandria Landfill and transported through inner Sydney out to the western suburbs.
- ❖ The failure to properly analyse alternatives to WestCONnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.
- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

Name: Edward Blaxell Email: eolblax@gmail.com

Address: 90 Newman St Newtown

Suburb: Newtown Postcode: 2042

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

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- ❖ The unacceptable noise, dust, traffic and pollution children of schools such as St Peters Public School, Camdenville Public School, and the scores of other schools and childcare centres along the route would be exposed to if this project is built.
- ❖ The compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on people is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government knows is unfair, and the way people have been forced out of their homes and businesses before this EIS was even on display.
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- ❖ The failure to properly analyse alternatives to WestCONnex that would be a better investment of \$16.8 billion, such as improved public transport, effective road management, and better transport connections and employment opportunities in Sydney's west.
- ❖ This project leaving residents of western and south-west Sydney paying huge tolls while failing to provide long-term traffic solutions and employment opportunities in these areas.

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

Name: Arwen Sutton Email: arwenick@gmail.com
Address: 25 Burren St
Suburb: Erskineville Postcode: 2043

Submission to DP & E Project Number: SSI 14 6788 WestConnex New M5 : Date 23-24 Jan 2016

I make this submission in response to the Westconnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

- There is no independent assessment of traffic modelling. The Sydney Motorway Corporation claims its model has been peer reviewed but refuses to publish the review or the assumptions on which it is based; independent traffic planners cannot test its results.
- Westconnex will not release its full assumptions on which it is based so that Councils and independent experts can test its predictions.
- The cost of Westconnex is escalating at a rate of \$2 billion a year
- There has been no genuine consultation with the community.
- The New M5 will dump over 100,000 cars and trucks, many of which will end up on local streets into Newtown, Erskineville, Alexandria and Enmore. This is not by accident – it is intentional.
- 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.
- Westconnex has failed to consult with businesses in King St Newtown and other parts of the Inner West. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic and imposition of inevitable clearways.
- No details have been released on the route of the M4/M5 and how it will affect suburbs - e.g there is no information about where mid point tunnelling would take place, nor where smoke stacks will be required for the tunnels between St Peters and Camperdown.
- Westconnex has consistently underestimated the traffic that will be induced but its tollway projects; when these projects failed Sydney will be left with traffic pollution
- Thousands of diesel trucks will carry spoil at all times, including peak times, leading to great disruption of local and regional road networks.
- Westconnex will not release its full assumptions on which it is based so that Councils and independent experts can test its predictions.
- It is not clear whether massive proposed increases in population in the Inner Sydney have been taken into account in traffic congestion predictions
- No noise modelling has been done for how residents living above two stories will be affected
- Billions of dollars of construction contracts have been let before this EIS was lodged.

.....
Name: ANTHONY MCCOSKER Suburb: ERSKINEVILLE Postcode: 2043
Street
Address: 38 CHARLES ST Email Address: _____

Please publish this submission on the NSW Department of Planning and Environment website

The Secretary

4295

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

I object to this project and the entire WestConnex of which it is a part. I ask you to reject this proposal on the basis of this environmental impact statement (EIS). I object to many specific aspects of the EIS. I expect you to publish this submission and send me a response to my objections.

I object on the following grounds:

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

I object to Westconnex's plan to deliberately increase traffic on already congested roads in St Peters, Enmore, Alexandria and Kingsgrove. I am particularly concerned about schools being situated so close to heavily congested roads. The failure of RMS or AECOM to model the impacts on the local road system is unacceptable.

Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. The forced acquisitions, destruction of green space, and the construction and operation of the project will reduce enjoyment and amenity of the park. The current quiet paths, the exercise equipment areas, children's play areas and the sports grounds, and more will be surrounded by major highways, unfiltered pollution stacks, and a monstrous LA-style spaghetti interchange.

The RMS have misled the public and City of Sydney 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 City of Sydney Council that it planned to forcibly acquire another 6000 square metres. It is disgraceful that y Council only became aware that some of this land would be acquired after this EIS was lodged.

The loss of over 350 established trees including beautiful paperbarks and other vegetation for the massively widened Euston Rd (to 7 lanes) exposes residents to more heat, noise & exhaust pollution from traffic that will pour out of the tunnel onto Euston, Campbell and other local roads. It is unacceptable that some homes will be less than 2 metres from the road.

The loss of Sydney Park and other local recreational & social space occurs where apartment blocks are being built in increasing numbers with inadequate green space and community facilities. There is insufficient information about population growth in the traffic modelling section. I object to the forced removal of tenants and homeowners, some of whom have been paid under market value for their homes.

I object to the massive increase in traffic, especially heavy vehicles (every 2 minutes 24 hours a day during the excavation and construction of the interchange) onto roads along Sydney Park. Noise, dust and diesel exhaust (classified as a carcinogenic pollutant) will make the edges of the park unusable and dangerous for children and elderly people.

I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name:

Email:

Address:

Suburb:

Postcode:

Signature

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

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

Name: JULIE WILLIAMS Email: juliew52@yahoo.com.au

Address: 90 UNION ST

Suburb: ERSKINEVILLE Postcode: 2043

The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

I object to this project and the entire WestConnex of which it is a part. I ask you to reject this proposal on the basis of this environmental impact statement (EIS). I object to many specific aspects of the EIS. I expect you to publish this submission and send me a response to my objections.

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I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: Ananda Hall Email: ananda.hall@gmail.com

Address: 17 Lambert St

Suburb: Erskineville Postcode: 2043

Signature A Hall

The Secretary

NSW Department of Planning and Environment

4298

GPO Box 39, Sydney NSW 2001

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I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: Annee Lawrence Email: anneelawrence@gmail.com

Address: 200 Belmore St

Suburb: Alexandria Postcode: 2015

Signature Annee Lawrence

Secretary
NSW Department of Planning and Environment
GPO Box 39, Sydney NSW 2001
Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

4299

I make this submission in relation to the Environmental Impact Statement (EIS) for the WestConnex New M5 project. I strongly object to this project and to the entire WestConnex of which this is a part. In particular, I strongly object to:

- The NSW Government's failure to publish a full and transparent business case for the \$15.4 billion WestConnex tollway even though taxpayers carry all the financial risk for the project.
- Construction contracts being awarded -before this EIS was lodged.
- AECOM being paid to do this EIS because it has a strong commercial stake in the project, despite the fact it has a poor history of traffic modelling.
- The superficial analysis of alternatives to WestConnex, which fails to properly consider how options such as improved traffic management and public transport, especially in the western suburbs, could be a better use of its projected \$15.4 billion cost. In fact, this project is instead of the practical and intelligent analysis contained in the NSW Master Transport Plan V2012.
- The poor standard of community consultation for this project.
- This EIS using the positive impact of the entire WestConnex to justify the New M5 at the same time as it fails to properly consider the negative impacts of the whole project.
- The complete failure of WestConnex to consult with the business community of Kingsgrove, Newtown, Enmore, St Peters, and Arncliffe.
- Work to remove asbestos and other toxic materials from the Alexandria Landfill site in St Peters before this EIS was lodged. This work should not have begun until after any planning approval was granted. I call on the government to halt this work now.
- The impact of compulsory acquisitions where residents are being offered below-market prices for their homes and businesses, and the associated distress and trauma this has already caused.
- The enormous amounts of extra traffic that will be induced and dumped by WestConnex into suburbs across inner, western and south-west Sydney.
- The impact of this extra traffic will have on our local roads – Moorefields, Stoney Creek, King Georges, Canterbury and Kingsgrove Roads that will grind our suburbs into a gridlock.
- The destruction of parks, trees and green spaces along the route, including the critically endangered fragments of Cooks River Clay Plain Scrub Forest- a condition for the first M5, and the removal of the earth mound- to address noise and green space lost by the encroachment on Beverly Grove Park of the first M5.
- The huge increase in toxic pollution from WestConnex motorway, tunnels and stacks which is known to cause cancers, respiratory and heart diseases, and impaired lung development in children. The lack of compliance in emission standards by companies such as VW demonstrate that assumptions of lower emissions cannot be trusted.)
- The sizeable unfiltered exhaust stack at Kingsgrove that is unacceptably close to local schools such as McCallums Hill Primary and within 100 metres of homes, sports fields and businesses.

I ask you to acknowledge my submission and respond to each of the concerns I have raised.

Name: Ananda Hall Email: ananda.hall@gmail.com
Address: 17 Lambert St
Suburb: Erskineville Postcode: 2043
Signature: A Hall