

As long term resident of Alexandria (over 20 years) whose residence is located some 50 meters away from the one of the proposed Wesconnex exits points at intersection at Euston Road and Sydney Park Road, I'd like to voice my strenuous objection to the planned St Peters interchange and especially the impact of the proposal upon Euston Road and surrounding residential streets.

I'm staggered that the EIS predicts an increase in traffic volumes from 7500 cars per day to over 65,000 cars per day on to a local road network that can barely handle the current volumes. Even if the existing RMS road reservations along Euston Road are exercised and a 6 lane highway (this requires a 24 hour clearway status) is subsequently built though a residential area, the traffic flows would be severely compromised by three set of traffic light at the intersections of Maddox, Fountain, and Wyndham Streets before even reaching Botany Road. The adverse and material impact of car exhausts pollutants, excessive and extended noise periods quite apart from turning local roads into 'rat runs' is both manifest and perverse.

It would appear that Wesconnex idea of traffic management and 'dispersal' after effectively terminating a freeway into a quiet residential area with very limited capacity to soak any more cars is to simply "*look the other way and shrug*" I can only draw the conclusion that no one bothered visiting the affected locales as If they had it, it would be hard to see how they could support such a plan as it currently stands

The road is simply not fit for purpose, I'd respectfully suggest that majority of people using the M5 don't want to exit at St Peters to go to Bunning or McDonalds on Euston Road or the Grounds on Huntley Street (even though the coffee is very good) the Airport and Port Botany are the primary locations that require connectivity. Neither location is properly serviced under the proposed arrangement

The cost of the Wesconnex project is an unacceptable and long term imposition on both state and federal taxpayers with only a tiny proportion of said taxpayers ever likely to use the road. The current project estimate of 16 billion dollars and counting could be far better used toward more cost effective and rational 21<sup>st</sup> century approach with long term beneficial future infrastructure outcomes by funding and building public transport from the M5 corridor to the CBD and Airport along with freight rail to Port Botany. The impact of the new airport at Badgerys Creek is given scant regard and as to whether this road will even be required.

The spurious, highly redacted and inflated ROI estimates lack transparency and any meaningful scrutiny is rendered virtually impossible due of 'confidentiality clauses' with the futures road builders & operators. The distribution and exhibition of some 11 volumes of an EIS over the Xmas period to minimise debate and limit effective community consultation is underhanded and divisive

Surrounding Sydney Park with LA style freeway network is a throwback to the 1950's; it appears that that green space is being co-opted and sacrificed for a 'ring road car park' akin to a small scale re-creation of the infamous London M25 Orbital road.

In short, the proposed St Peters interchange and exit spur along Euston Road is likely to deliver a wildly expensive 'road to nowhere' that's neither fit for purpose and is unlikely to provide significant time savings for its users other than rising tolls. The proposal will however blight Alexandria and surrounding suburbs and turn communities into car parks.

