

## SUBMISSION TO M5 EIS

Andrew Sims, 51 Renwick Street, Alexandria, NSW, 2015

I strongly object to the proposed New M5.

My primary objection is to the overwhelmingly negative impact on Sydney Park – the single most significant green spaces in an area that has one of the highest population densities in New South Wales. The park is a wetlands area of significance to endangered migratory waterfowl, and hugely important as a recreational public space to the entire inner west. Any amount of acquisition of the park is unacceptable in this context; but more so, to *isolate* the park by surrounding it with six lane highways on practically every side amounts to a complete bastardisation of its use. Access to the park is already heavily restricted by surrounding traffic, and its few carparks are at capacity. The M5 will shockingly restrict access to the park and present a significant safety risk to the large amounts of children and animals using the park.

That a pedestrian bridge would be provided to link the park to an open space of dubious merit, existing, as it will, underneath a towering spaghetti junction of high density roads is an insult to the intelligence. The paucity of forethought here is a perfect exemplar of that shown in relation to the entire project. If any pedestrian overpasses were to be provided, surely one linking the Ashmore estate, and the high density residential areas of Erskineville and Newtown (via for example the planned City of Sydney “Kooka Walk”) would indicate a modicum of intelligence and sensitivity currently lacking.

My second objection is to the farcical traffic modelling around Euston Road, and Sydney Park Road.

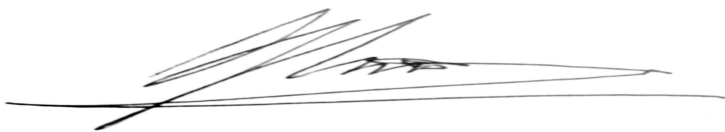
Euston Road, McEvoy St, and Mitchell Road are already regularly at capacity; not only at peak hour but for large amounts of the weekend. McEvoy St in particular is regularly in gridlock. To funnel any extra traffic onto these roads is of major concern. With no funding guaranteed for the St Peters to Rozelle tunnel link, and no suggested improvement to public transport in the area, the lack of foresight or persuasive modelling based on robust statistical evidence is truly alarming.

This proposed extension bastardises local amenity, and funnels thousands of motorists into an area that they are not trying to get to; and provides them with no apparent exit. How this works as a business model is completely beyond me.

As a NSW taxpayer I am horrified by the proposal, and, as an aside, have also found the dismissive and mocking attitude of Minister Duncan Gay to the genuine concerns of residents an affront to representative democracy.

I have not made a reportable political donation.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Andrew Sims', written over a horizontal line.

Andrew Sims

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