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Name: PAUL DEGNEY

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

ARNCLIFFE, NSW
2205

Content:

Nice to see "saving" Wollie Creek comes before residence in surrounding areas

The problems that will never be addressed by any current road building regime are simple

The expansion of Port Botany despite an original EIS saying not to do so -

The total lack of concern for communities that are impacted by it with an appalling lack of infrastructure

Despite all the fanfare trucks (mainly) carrying hazardous materials are forbidden in tunnels - solution? send them onto local streets - these movements have grown with the expansion of the port and will continue to rise once the refinery at Kurnell is closed and gas etc will come via boat and trucks will come from? the port. These truck are now trailered (B Doubles) are larger, noisier and more frequent. Tankers have also increased in size and frequency. Expansion of the port will only add to the problem. What's the plan for that? I'll wager there isn't one. Oh yes I forgot just designate local roads as detours. No matter what truck movements of this type have increased and are increasing. No amount of tunnel building under current laws will fix that. It is a significant issue for tens of thousands of people and it has been ignored. Clearly that will continue to be the case.

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[REDACTED]

Name: Stephen Merchant

[REDACTED]

[REDACTED]
[REDACTED]

Annandale , NSW
2038

Content:

I generally object to the Westconnex project. The rational for is construction is marginal and will encourage more private vehicle use.

Specific comments are:

1) The raised Campbell Road pedestrian & bike bridge at St Peters is completely un-nesseccary. There is a footpath below, keep people at road level.

2) Do not use slip lanes at intersections. This creates delay and access issues for pedestrians

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[REDACTED]

Name: jack whiddon

[REDACTED]

[REDACTED]
[REDACTED]

alexandria, NSW
2015

Content:

I strongly object to the M5 upgrade as it is currently proposed.

All traffic from this motorway will be funnelled onto the back streets of Alexandria at Euston Rd which will create a series of rat runs of traffic trying to escape the gridlock created when it bottlenecks back into a 2 lane road where the Westconnex project ends. I also oppose the annexing of 12 metres of Sydney Park to convert into more lanes of road just before the aforementioned bottleneck on Euston Rd. This will see the destruction of scores of magnificent mature Melaleucas (paperbark) trees that have been there for decades along the edge of Sydney park providing habitat for wildlife as well as beauty & shade for local residents & workers. Of course air pollution will increase along with all the extra traffic that is inevitable as a result of this poorly designed & thought out project. The traffic will be bad enough already once the 7 hectare Goodman site in Alexandria is converted from industrial use to high density housing. Please don't exacerbate the problem by dumping more traffic into this precinct.

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[REDACTED]

Name: Rodney MCSHANAG

[REDACTED]

[REDACTED]

St Peters, NSW
2044

Content:

I live in St Peters and this organization has not demonstrated they have taken all factors into account , there is no clear picture of what happen to Campbell St when it widen , they have acquired houses but they have not addressed concerns on access, what happens when they demolish houses , how can they ensure noise , pollution is taken care off ,and that my house will not be effected by damage and were are the smoke stacks

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[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: John Mccarthy

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED] Blabehurt, NSW
2221

Content:

The EIS is unlawful as it does not comply with the Threatened Species Act NSW 1995 The flora and fauna studies are completely flawed.

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[REDACTED]

Content:

I find it incredible that the NSW Transport is going ahead with a project that is going to decimate inner city suburbs like mine, Alexandria and Erskenville. This is outrageous. Westconnex is a CON to give money to cronies. This is not needed for NSW.

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[REDACTED]

Name: Tony Simons

[REDACTED]

[REDACTED]

BALMAIN, NSW
2041

Content:
Intersection of Victoria Rd and The Crescent is already a bottle neck. It needs reconfiguration and should be integrated with the Rozelle interchange to handle much more traffic.

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[REDACTED]

[REDACTED]

[REDACTED]

Name: Judith Flanagan

[REDACTED]

[REDACTED]
[REDACTED]

Newtown, NSW
2042

Content:

Having a PhD in Medicine and many years research experience in environmental research gives me the privileged position to comment on the WestCONnex project from the prospective of the health of our community and our environment.

It is well known that longer the commute times in single vehicles leads to increased feelings of isolation and depression and increases risk of diabetes, heart disease and obesity. The Government is willfully choosing to increase the cost to its own coffers by offering transport options that necessary lead to increased ill health in the community with concomitant increased costs to the health sector.

In addition the increased traffic contributes to increase pollution and destruction of environment both natural and cultural again with ramifications for decreased quality of life and increased adverse health effects.

There are so many studies that show that increasing the options to drive leads to increased traffic and does NOT reduce congestion but instead adds to it. There is NOTHING in this proposal that benefits either those in Western Sydney nor those in the Inner West.

The entire project is a cynical grab for votes from Western Sydney and most cynical in that it will NOT reduce travel times and will funnel more pollution into the west.

The Government's role is to foster the general well being of the people who have voted for them. The present Government expresses and irrational and volatile dislike of those educated middle class inner city residents whom they view as the enemy as much as they do Clover Moore. This is the worst case of ill-informed reactionary fear-mongering and divisive politicking I have seen from any Government in Australia.

This present State Government is wasting our money on transport option of the 1950s in the twenty-first century.

It will fail and it will take the health and wealth of the New South Wales with it.

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Content:

May I please suggest that at the end of glamis street we have the dirt mound instead of the sound proof walls. Also with the parkland and bike/walkway at the end of glamis street, may we also have a play gym in the grassed area for all the younger families in our street and community to enjoy.

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[REDACTED]
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[REDACTED]

[REDACTED]

[REDACTED]

Name: tim groombridge

[REDACTED]

[REDACTED]
[REDACTED]

enmore, NSW
2042

Content:

All major cities throughout the world are cutting back on roads and increasing public transport. They've realised that it is more practical, better for the environment & makes a city more liveable. The mayor has complained about this road, the people of sydney have complained, and yet still it seems to be going ahead (contractors have already been hired, as has been widely reported). I don't think me writing anything in this box will change anything because it seems like the Minister of Roads has already decided that (SURPRISE) a road is a solution to our problems. If this government manages to cancel westconnex my faith will be restored. But i doubt it.

IP Address: - 203.10.25.250

[REDACTED]
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For the attention of the General Manager / Planning Manager / Planning Department

Application SSI 14_6788
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Comment

I strongly object to the new M5. It will not achieve its stated aims. It has not been compared against public and active transport solutions that will better serve the public.

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Name of commenter Andrew Chuter
[REDACTED] Erskineville NSW 2043
[REDACTED]

Comment

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Name of commenter Joe Ortenzi

Address of commenter [REDACTED] newtown, nsw 2042

Email of commenter [REDACTED]

Comment

I strongly object to the new M5. It will not achieve its stated aims. It has not been compared against public and active transport solutions that will better serve the public.

We need more public transport and for jobs and industry to be distributed across greater Sydney to reduce the need for people to commute into the city centre from suburbs an hour away.

The M5 extension needs to be stopped, and a business case put forward BEFORE a solution is started. Many high quality transport solutions have been put forward, in far more populated cities than Sydney, that don't put so many eggs in a car-centric solution. There are hundreds of great ideas suggested by non-partisan experts we should have considered first.

This motorway, aside from decimating the neighbourhoods it seeks to support, has a very poor return on investment and will cause more problems than it purports to resolve.

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Name of commenter Jasmine Andrews

Address of commenter [REDACTED] Marrickville

Email of commenter [REDACTED]

Comment

This development is inappropriate and will destroy the character and amenity of our local community. We need more public transport and for jobs and industry to be distributed across greater Sydney to reduce the need for people to commute into the city centre from suburbs an hour away. The more this goes on, the fewer businesses will be left in the inner region of Sydney anyway - it's going to be all highways and apartment towers.

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Name of commenter Vincent Bardet

Address of commenter [REDACTED], Alexandria, NSW 2015

Email of commenter [REDACTED]

Comment

I'm a resident of the 125 Euston Road, at the intersection of Sydney Park Road and Euston Road where your project plan to widen the road from four to seven lanes coming as close as two metres from our bedrooms windows. I would like to know - based on your environmental study - how soon we will have a car landing in our three-year-old twins' bedroom.

Aside from the fact that the Westconnex project is a pure political idiocy which is based on a flawed business case, urbanism ideas from the 1970s and a waste of AU\$15bn which could be better used to sort the Sydney road congestion issues with a proper public transport plan, the widening of Euston Road is dangerous for the residents of the 125 and 95. We can't wait for the first fatality to get an acknowledgement that this shouldn't have been done in the first place.

I don't see how the widening of Euston Road will solve any congestion issues as it only pushes the bottle neck 500 metres further up the road to the intersection of Euston and Maddox where the road goes back to four lanes. What difference does it make? It only creates a nightmare for the families living there.

If your project really has the support of the majority of Sydney councils and Westconnex goes ahead, then, rather than widening Euston Road, why don't you use Bourke Road (which doesn't have any residential developments) and connect directly with Botany Road and the M1?

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Name of commenter Jen Barnett

Address of commenter [REDACTED] St Peters 2044

Email of commenter [REDACTED]

Comment

NO. This motorway is against community wishes and makes no sense for the future well-being of Sydney. Better public transport is what is required. No intelligent city in the world thinks more roads bringing more cars into its centre is the answer. BUILD LIGHT RAIL INSTEAD.

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Name of commenter Jen Barnett
Address of commenter [REDACTED] St Peters 2044
Email of commenter [REDACTED]

Comment

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Name of commenter Nicky Barry

Address of commenter [REDACTED] Erskineville

Email of commenter [REDACTED]

Comment

I strongly object this proposal. Sydney needs better public transport not more roads. More roads = more cars and more congestion somewhere. This M5 extension and the proposed Westconex seems to be trying to be worked out as it progresses. Sounds like the whole thing is I'll worked out and poorly planned.

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Name of commenter Jacinta O'Brien

Address of commenter [REDACTED] Sydenham NSW 2044

Email of commenter [REDACTED]

Comment

Never in all my days have I seen such a poorly thought out plan for a road. It's not a small road either so the changes in air quality will be significant. Are their clauses in the contract for compensation when people start to get sick?

The proposed M5 roads end at awkward junctions, one way streets that are already busy, lead into school zones which can only cause danger to students and add to conjection.

In all seriousness this an appalling design and significant waste of taxpayer money which will only cause detriment to the health, wellbeing and lifestyle of the residents whose homes were not forcibly acquired. Residents clearly oppose it so why force it on us?!

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Name of commenter Alison Byrne

Address of commenter [REDACTED] Enmore

Email of commenter [REDACTED]

Comment

I object to this proposal as there has been little consideration of the public desire for more public transport options and less large roadworks. The inner west is becoming more densely populated with many new high rise developments. Where there are no transport options, this leads to increased car usage.

NSW Department of Planning Major Project Assessments should look at cities that have neglected public transport and focused on car based options (LA, Manila) and failed. They should also look at cities that have embraced public transport and improved the life of the residents.

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Name of commenter Isobel Deane

Address of commenter [REDACTED] Tempe NSW 2044

Email of commenter [REDACTED]

Comment

The World Health Organization estimated in 2014 that seven million premature deaths are attributable to air pollution, and a significant share is the result of urban transit.

<http://www.who.int/mediacentre/news/releases/2014/air-pollution/en/>

Because of this FACT, I am concerned about this project. I think the enormous amount of funds would be better spent on innovative means of transport. Imagine if Sydney led the world in alternatives to private vehicles transportation.

I am wary of the significant cost blowout for this project, reported in recent weeks.

<http://www.canberratimes.com.au/comment/the-way-we-justify-investments-in-road-projects-like-westconnex-doesnt-add-up-20151129-glaq7g.html>

I am also concerned about this project because of THESE FACTS.

Sydney traffic congestion will worsen with or without WestConnex, with the project only making a minor difference to Sydney's overall traffic in the future. This is another FACT, which does not make the WestConnex project seem like a viable option, according to this independent study

http://www.cityofsydney.nsw.gov.au/_data/assets/pdf_file/0011/232697/150427_COUNCIL_ITEM35_AT_TACHMENTA.PDF

Parliamentary ministers are the public's representatives. The strong public opinion against this project should be listened to and accounted for. The wealth of independent data opposing this project should be carefully considered.

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Name of commenter Isobel Deane
Address of commenter [REDACTED] Tempe NSW 2044
Email of commenter [REDACTED]

Comment

Just an extra note to the Major projects team at NSW Planning . I want you to register my comment on this application as an OBJECT.
I very strongly object to this proposal.

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Name of commenter Sarina Kilham

Address of commenter [REDACTED] St Peters

Email of commenter [REDACTED]

Comment

I strongly object to this proposal. The so-called benefits of saving a few minutes driving time are heavily outweighed by the negative impact that project will have on the area of St Peters. The widening of Campbell Street will result in extra traffic that will be pushed onto the narrow and already crowded roads of Edgeware Rd, May Street, King St and the Princes Hwy around Sydney Park. St Peters is just 7km from the CBD and has much residential development occurring. It is close to public transport and provides a healthy community with shops, schools, public parks and pools all within walking distance. Building a huge interchange and bringing more traffic into this area is an outdated mode of development thinking. I would prefer to see the monies invested in decent reliable public transport for the whole of Sydney and more communities supported to be walkable to reduce car dependency. How the State Government can support this project knowing full well that major lifestyle changes will occur over the next 50 years due to climate change is appalling. How loud does the community have to say that we object before the government pays attention? Indeed the Minister Duncan Gay seems to hold the public opinion in contempt.

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Name of commenter Damian Haslam

Address of commenter [REDACTED] Newtown NSW 2042

Email of commenter [REDACTED]

Comment

I strongly object to this proposal. Spending the same amount of money on public transport is a significantly better way to invest in Sydney's future. If we can't learn from the mistakes of LA and its ilk, then the future for Sydney is bleak.

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Comment

Just an extra note to the Major projects team at NSW Planning . I want you to register my comment on this application as an OBJECT.

I very strongly object to this proposal. It's important that people state that they OBJECT if they do otherwise comments can be registered as comments only

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Name of commenter [REDACTED]

Address of commenter [REDACTED]

Email of commenter [REDACTED]

Comment

This EIS is huge and it is absurd to expect Councils, community groups and members of the public to digest and respond to this over the Summer holiday period. Why not extend the period until the end of February 2016.

I cannot believe that we have a publicly funded body that would put forward a \$16.8 billion project that on the figures provided IN THE EIS ITSELF will actually end up with more traffic and a worse level of service on Stoney Creek Road, Euston Road, Edgeware Road and at times on Kings Street. Who knows what the true figures will be but we can be sure that this is just a recipe for more traffic congestion in Sydney. We already know that over on the M4 East project route the same problem would occur.

I have spoken to residents in Euston Road and draw your attention to the submission by Vincent Baudel - you are actually planning to bring the road within 2 metres of bedrooms. I have been told no noise wall is even planned there which indicates a callous attitude on the part of consultants employed to deliver this plan at huge public expense.

AECOM the body that has been paid \$13 million of tax payer's money to deliver this EIS has other commercial stakes in the project. I would refer the Planning Department to my blog <http://www.wendybacon.com/2015/m4-eis-company-aecom-has-major-stake-in-westconnex-project/>

IA fellow resident emailed me this information last night:

"I have already looked at table 9-51 in the EIS
Euston Rd north of Sydney Park Rd

AM peak

2021 with project 86% traffic increase

2031 full WestConnex 114% traffic increase

PM peak

2021 with project 56% traffic increase

2031 full WestConnex 96% traffic increase

The widening on the road reserve

on Euston McEvoy and Lachlan is inevitable but WestConnex won't admit It why?"

The reason why I think RMS and Westconnex won't admit it is because they don't want to count it as part of the \$16.8 billion dollar project. The costs are already blowing out at \$2 billion a year - Westconnex is just promoting more road building at the tax payer's expense

I expect the Planning Department to publish this submission with my name and suburb that I live in on the list of submitters to the EIS that you promise to deliver on your website. I note that you have not done this so far as promised to the nearly 4000 groups and people who submitted to the M4 East proposal. How can you expect people to have faith in the planning process when you can't even keep to simple undertakings about the publication of information?

This comment was submitted via PlanningAlerts, a free service run by [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)



For the attention of the General Manager / Planning Manager / Planning Department

Application SSI 14_6788

Address M5 East Motorway between King Georges Road, Beverly Hills and St Peters, , NSW

Description M5 East - New multi lane twin motorway tunnels between the M5 East Motorway (east of King Georges Road, Beverly Hills and Bexley Road, Bexley) and St Peters, and a new road interchange and upgrade of local roads at St Peters to connect to Campbell Road and Euston Road, St Peters and Gardeners Road, Mascot.

Name of commenter sue

Address of commenter [REDACTED] Newtown

Email of commenter [REDACTED]

Comment

This development will adversely effect nearly everyone in our local community. Unfiltered exhaust stacks near schools, parking restrictions and constant construction noise & dust will make life nearby hell.

I think it's a lot to sacrifice for a few minutes off the commute time for the few that will be willing to pay the hefty tolls.

All in all I would say poorly planned, so far poorly executed & seriously lacking in vision

This comment was submitted via PlanningAlerts, a free service run by [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)



From: D R [REDACTED]
Sent: Friday, 4 December 2015 10:53 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

I object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

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

Spending \$17bn of taxpayer money on an infrastructure project that is not part of an integrated transit policy is just plain irresponsible.

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

The impact of the WestConnex is such that it isn't just cars and private traffic which will experience ongoing gridlock, the EIS also shows that this project will severely hamper bus services, increasing travel time by over 20% in some instances. For those people who lessen the overall traffic burden by utilising public transport, this project is a punishing concern.

The WestConnex will result in the clearing of countless homes, and will severely affect parts of the community, destroying the amenity of residents in places like Euston Road.

The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

the St Peters interchange into the suburbs of Mascot, Eastlakes, Kensington, Kingsford, Erskineville and Alexandria, not to mention other areas, such as to the inner city or to the east.

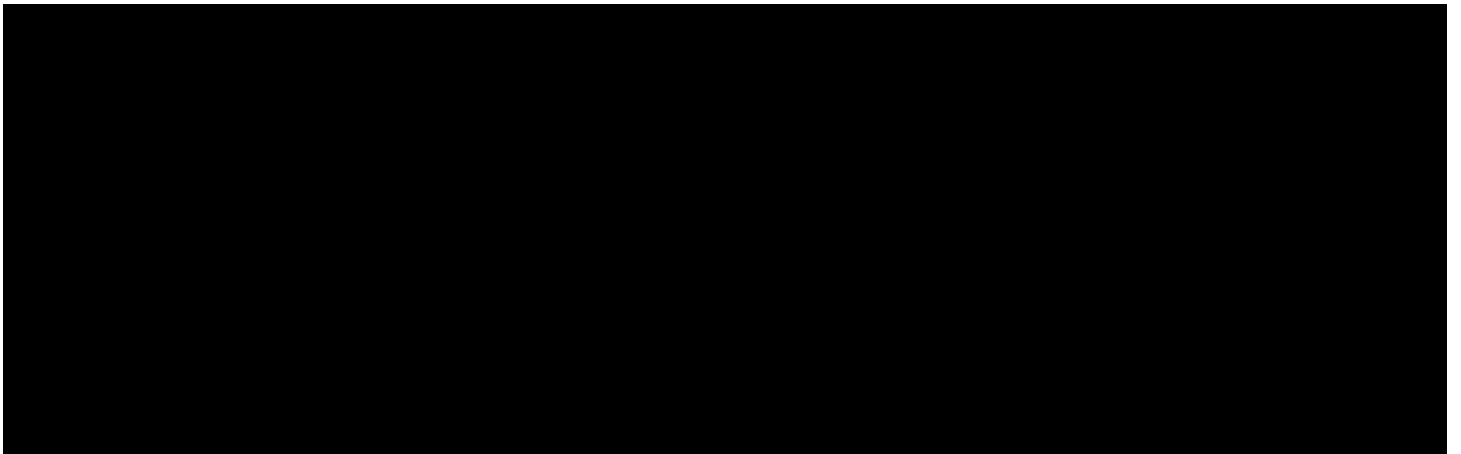
I would like the following issues in the EIS addressed:

- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

D R

Sydney NSW 2140, Australia



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[REDACTED]
[REDACTED]
[REDACTED]

Name: Roisin Kelly

[REDACTED]

[REDACTED]

Glebe, NSW
2037

Content:

I recognise cars/trucks are an important part of the transport system, especially for business. Instead of major costly new motorways why not implement a few smart demand management mechanisms so the roads are not congested with one-person non-business car trips. This project will push thousands more cars into the city and impose significant impacts without providing easy access to ports/airport while drawing funding away from necessary projects like improved schools and hospitals. Demand management options are cheaper and can have immediate results - it requires government that's working for the future instead of the next election.

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[REDACTED]	[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Peter Koulouris

[REDACTED]

[REDACTED]

Concord, NSW
2137

Content:
I oppose Westconnex. The funding of this high impact and unnecessary project should be directed to projects that would benefit more people. This project has questionable benefits and any benefits would be experienced by a small proportion of Sydney residents/businesses. The funding should be re-directed towards projects with greater need and broader benefit.

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[REDACTED]
[REDACTED]
[REDACTED]

Name: Breda Kelly
[REDACTED]

[REDACTED]
[REDACTED]

Drummoyne, NSW
2047

Content:
I object to the Westconnex. This motorway will create more traffic. Sydney needs transport projects and initiatives to support the increasing population. Sydney does not have enough room for new residents to all own cars. Direct this funding to public transport, road pricing, car share implementation/education (such as with grants for local govt), cycleways and driver safety education.

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[REDACTED]
[REDACTED]
[REDACTED]

Name: Gary Aschmoneit

[REDACTED]

[REDACTED]

Randwick, NSW
2031

Content:

Thousands of additional vehicles will pour out of the Interchange into surrounding suburbs like Green Square, Alexandria, Erskineville, Ashmore and Redfern that are already heavily congested. Euston Road and Campbell Road will become six lane highways, with traffic on Euston Road increasing from 5,000 to 50,000 vehicles a day.

The Interchange will surround our beloved Sydney Park with high-volume multi-lane roads, worsen air quality and threaten King Street.

The impacts will spread throughout the city and the project will waste more than \$5 billion that could be spent on public transport.

[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

Content:
Would the M5 East make it faster to get from A to B? Probably.
But I'm interested in more than saving time.

I drive a Prius because I want air pollution addressed and the use of petroluem and crude oil minimalised. Solar powered or electric public transport is the future, not highways. I use public transport because here in Sydney, it's safe, reliable and available. We need more of it.

The negative impact on nearby residents, wildlife and the wonderful Sydney Park are also too great under this plan.

I believe that the inner western suburbs of Sydney are a perfect place to build long term, environmentally sustainable transport infrastructure that matches this city's existing innovative and progressive stance on city planning.

Please consider my objection to this proposal. Thank you.

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[REDACTED]
[REDACTED]
[REDACTED]

Name: Adrian Schmidt

[REDACTED]

[REDACTED]

WOLLI CREEK, NSW
2205

Content:

I strongly support this project.

Because "... a significant volume of traffic currently using the Princes Highway would be diverted into the New M5 tunnel ..." (page xvi of EIS Vol 1A) I am definitely looking forward to the removal of the high volume of big diesel trucks and trailers carrying containers. This will improve air quality and significantly reduce the grime on my balcony furniture and in my lungs.

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[REDACTED]

[REDACTED]

[REDACTED]

Name: Rosemary Noonan

[REDACTED]

[REDACTED]

Redfern , NSW
2016

Content:
This WestCONnex plan is absurd foolhardy and a throwback to the 70s. Grow up & face reality- we need better more reliable
PUBLIC TRANSPORT

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Muna Zarka

[REDACTED]

[REDACTED]

ALEXANDRIA, NSW
2015

Content:

I wish to object to the proposed Westconnex St Peters interchange. I am astounded at the Westconnex plan to widen Euston Road to seven lanes at the intersection of Sydney Park Road.

Myself, my husband and my two small children are resident/owners of 1/125 Euston Rd, Alexandria. We are ground floor residents. All our bedroom windows are at street level facing the round about intersecting Sydney Park Road. The proposed road will be an arms length (less than one metre) from our bedroom windows.

The major reasons for my objection are:

1. We will literally have 7 lanes of traffic at our front door and windows with virtually no 'buffer' zone between us and the widened road. How can we live a normal existence with this amount of traffic, associated noise and pollution?
2. Our building was NOT designed, nor built to cope with the level of noise or high volume of traffic coming past our front door and windows 24 hours a day, 7 days a week. Westconnex has NOT proposed a suitable distance/buffer between the building and the road/traffic.
3. How is it safe, or even legal to propose traffic so close to a residential building? What happens if a vehicle collides outside our window? Where is the safety margin between the traffic and our windows? Would you put your 3 year old and 5 year old to bed at night knowing a vehicle accident could impact their walls and windows throughout the night?
4. The extra traffic that is proposed will increase pollution levels substantially. Both noise pollution and exhaust pollution pose a danger to my family. The road will carry a high volume of traffic and massively increased levels of exhaust emissions. How could we even consider opening our windows for fresh air?

I have attached photos of how close this major 7 lane road will be from our bedroom windows and front door. The pavements, grass, plants and trees you see in the photos will be removed and NO longer exist. We will literally have nothing but 7 lanes flush up to our windows and front door.

[REDACTED]

[REDACTED]

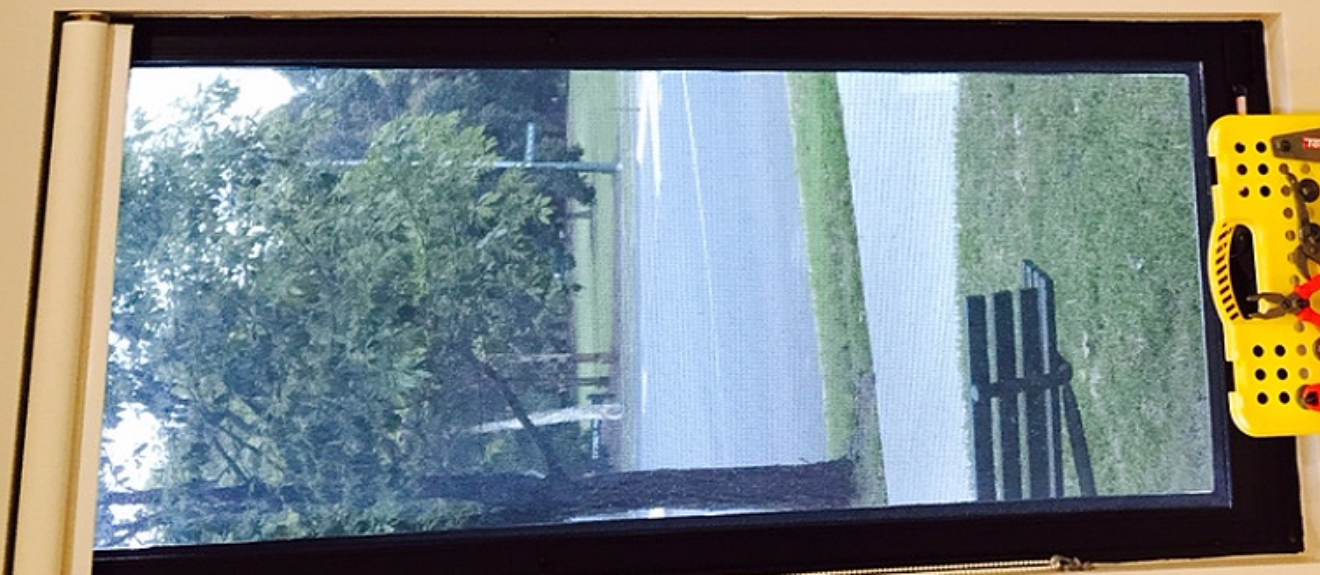
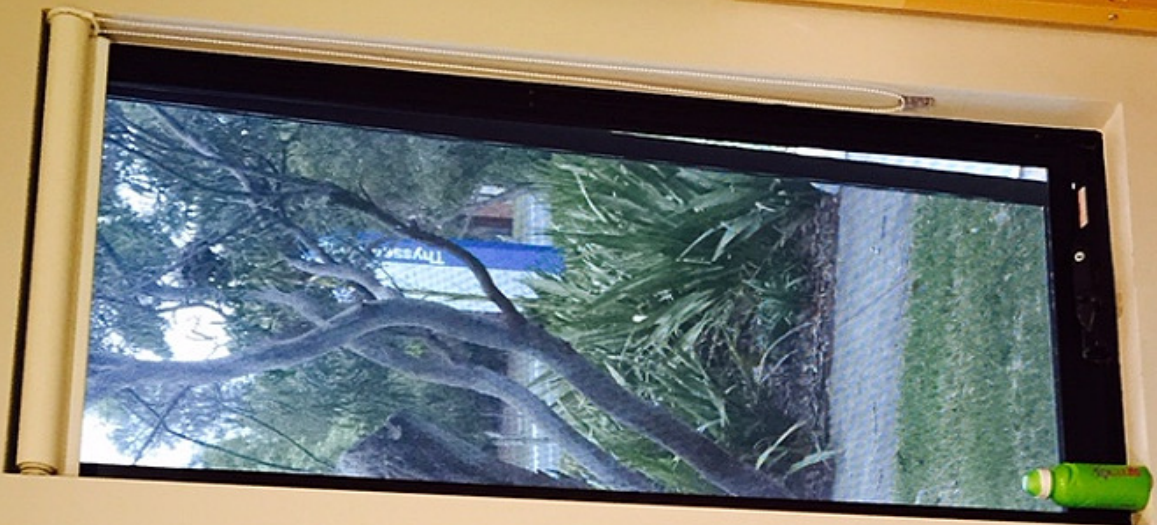
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Content:

I wish to object to the proposed Westconnex St Peters interchange. I am astounded at the Westconnex plan to widen Euston Road to seven lanes at the intersection of Sydney Park Road.

I am a resident/owner at 125 Euston Rd, Alexandria and my front door and living room window door is facing Euston Road. The proposed road will be an arms length (less than one metre) from my front door and living room.

The major reasons for my objection are:

1. We will literally have 7 lanes of traffic at our front door and windows with virtually no 'buffer' zone between us and the widened road. How can we live a normal existence with this amount of traffic, associated noise and pollution?
2. Our building was NOT designed, nor built to cope with the level of noise or high volume of traffic coming past our front door and windows 24 hours a day, 7 days a week. Westconnex has NOT proposed a suitable distance/buffer between the building and the road/traffic.
3. How is it safe, or even legal to propose traffic so close to a residential building? What happens if a vehicle collides outside our window? Where is the safety margin between the traffic and our windows?
4. The extra traffic that is proposed will increase pollution levels substantially. Both noise pollution and exhaust pollution pose a danger to my family. The road will carry a high volume of traffic and massively increased levels of exhaust emissions. How could we even consider opening our windows for fresh air?

I have strong objection to the Westconnex St Peters interchange and the Westconnex plan to widen Euston Road to seven lanes at the intersection of Sydney Park Road.

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[REDACTED]

[REDACTED]

Name: Lucy Jackson

[REDACTED]

[REDACTED]
[REDACTED]

sydney, NSW
2017

Content:

To whom this may concern,

I strongly object to proposal the widen Euston Road at the corner of Sydney park road at all let alone widen to 7 lanes.

It is utterly shocking that any government would propose placing tax paying residents in this position and that they can even try to argue that this makes any sense at all.

The proposed development fundamentally goes against everything this country prides itself on which is freedom of speech, a fair go for all and to ensure we are a country of equal rights and sustainability.

My objections to this insanity are really quite simple for obvious reasons:

- 125 Euston Road is structurally not suitable to handle the type of infrastructure and chaos you are proposing to build less than 1 meter outside our bedroom windows and front doors.

- 125 Euston Road is a heavily populated residential area filled with the young, the old, the ill and children. There is nothing industrial about this zone.

- Due to the excessively high noise pollution the proposed will have severe health impacts to the residents including hearing impairment, hypertension, ischemic heart disease, annoyance, and sleep disturbance. Changes in the immune system and birth defects .

- Due to excessively high levels of motor pollution the residents are illegally and unjustifiably subjected an increased incidence and severity of health problems including higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, pre-term and low-birthweight infants, childhood leukemia, and premature death.

I personally invite you to join me at my home and to witness innocent children and residents who are currently trying to maintain some kind of normality whilst losing sleep worrying that any government could actually be so brutal and unjust as to build a freeway on top of our home.

I look forward to receiving your response

IP Address: - 203.24.1.136

[REDACTED]
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[REDACTED]

[REDACTED]

Category	Percentage
Very satisfied	10%
Satisfied	25%
Dissatisfied	35%
Very dissatisfied	30%

[REDACTED]

Content:

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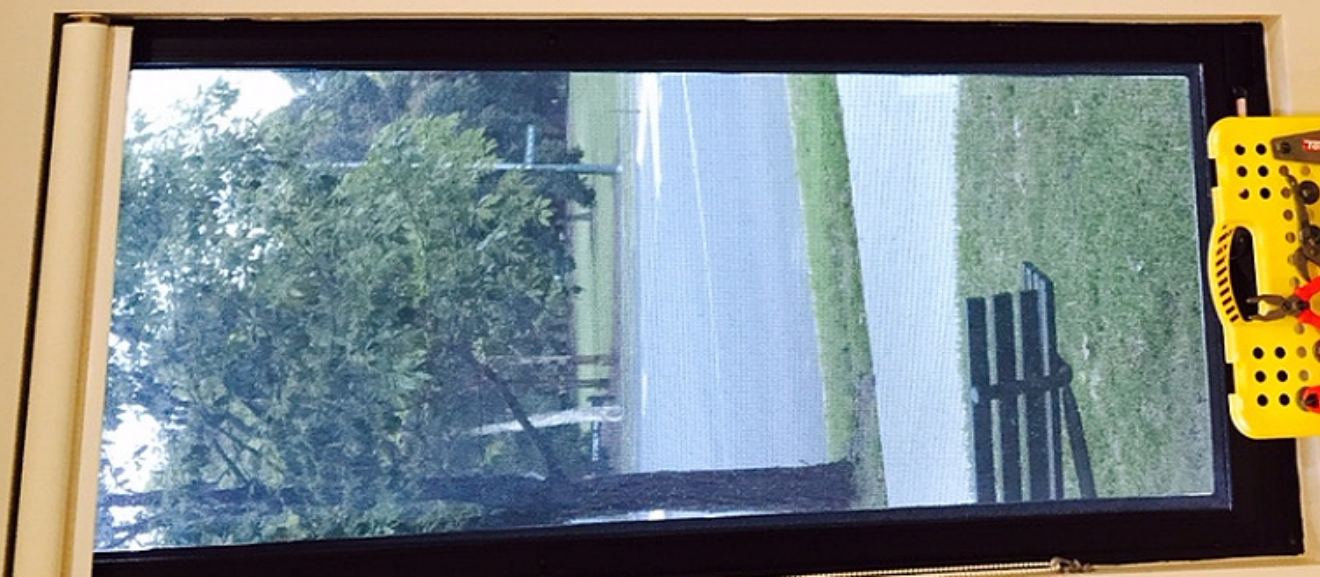
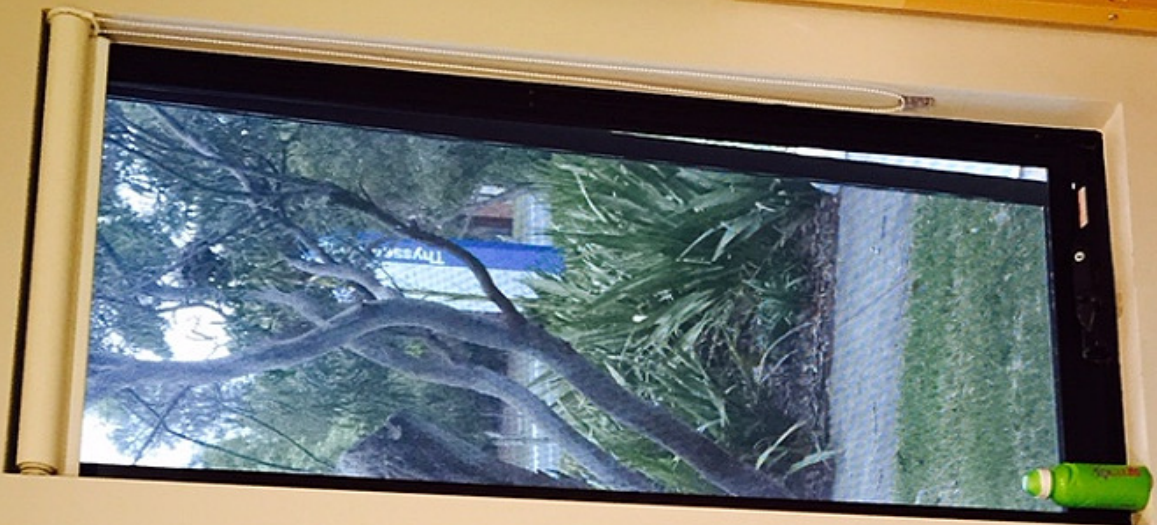
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[REDACTED]

Content:

As a local resident in Erskineville, I have been experiencing the heavy traffic jam either in King street Newtown or streets in Erskineville or Alexandria. When the new apartments are built and ready to use, this area will become the most density area and we will expect more heavy traffic jam. Therefore I strongly object to the Westconnex. Thank you.

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[REDACTED]

Content:

Having reviewed to the best of my ability the EIS I submitted the following:

1. Community Consultation Conducted is void - The premise of your consultation process has been to tell the community and various stakeholders what is being built with nil to naught valuable reasons for WHY. The consultation process should begin at the identification of the perceived problem, not after a solution has already been implemented.
 2. The consultation process - point 7.2 Consultation Objectives - states "Ensure an open, accountable and transparent community involvement process" - it is highly established in the community, media and concerned organisations that this whole development process has NOT been open, accountable and transparent.
 3. 4.2 The Strategic Alternatives - the review of strategic alternatives needs to be reviewed. This section has clearly been biased based on the position of the publisher of the EIS. The Strategic Alternatives need to be independently reviewed and critiqued by those without a conflict of interest.
 4. The urban, environmental and health impacts of the St Peters interchange - This aspect of the EIS and development project is particularly concerning. It is obvious to any clear sighted, un-biased observer that this infrastructure is far to greatly over-bearing and under evaluated. This proposal is clearly not a suitable piece of infrastructure for Inner west suburban Sydney. It also fails to fully comprehend the impact on local traffic. the local roads and urban landscape CLEARLY cannot accommodate such a scale development and increased/encouraged traffic.
- Finally, generally the whole EIS has clearly been written by those who have already decided it is to be built DESPITE the Environmental Impacts it brings. Therefore it should be rejected and done independently by those removed from the projects development to-date.

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[REDACTED]
[REDACTED]

Name: Mark Olive
[REDACTED]
[REDACTED]

Rutherford , NSW
2320

Content:
Having seen the route for the first time, would it be possible or worthwhile to have all existing M5 traffic west of Marsh street exit to Marsh street with balance of existing route (airport tunnel) inked into new tunnel network. If possible both new M5 east and airport tunnel to link to future F6 via portals, allowing F6 traffic access to areas like Botany and Moore park via existing (low) tunnels via existing routes used (General Holmes Drive and the grand parade)

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[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Name: Jennifer Day
Organisation: Cambridge Consulting (Cambridge Consulting)

[REDACTED]

[REDACTED]
[REDACTED]

Sydney, NSW
2000

Content:

I strongly oppose the WestConnex project. More roads equals more traffic, bigger roads merge with smaller roads, it's just madness. In a sprawling city efficient public transport is the key. It takes longer to do the same journey now than in the 80's and that was before the harbour tunnel, etc - you can never 'catch up' this way. Provide public transport and make harder rules for individuals to drive cars unnecessarily i.e. if appropriate transport is available.

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

From: Siobhan Bardet [REDACTED]
Sent: Thursday, 10 December 2015 2:34 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

I object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

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

Spending \$17bn of taxpayer money on an infrastructure project that is not part of an integrated transit policy is just plain irresponsible.

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

The impact of the WestConnex is such that it isn't just cars and private traffic which will experience ongoing gridlock, the EIS also shows that this project will severely hamper bus services, increasing travel time by over 20% in some instances. For those people who lessen the overall traffic burden by utilising public transport, this project is a punishing concern.

The WestConnex will result in the clearing of countless homes, and will severely affect parts of the community, destroying the amenity of residents in places like Euston Road.

The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

the St Peters interchange into the suburbs of Mascot, Eastlakes, Kensington, Kingsford, Erskineville and Alexandria, not to mention other areas, such as to the inner city or to the east.

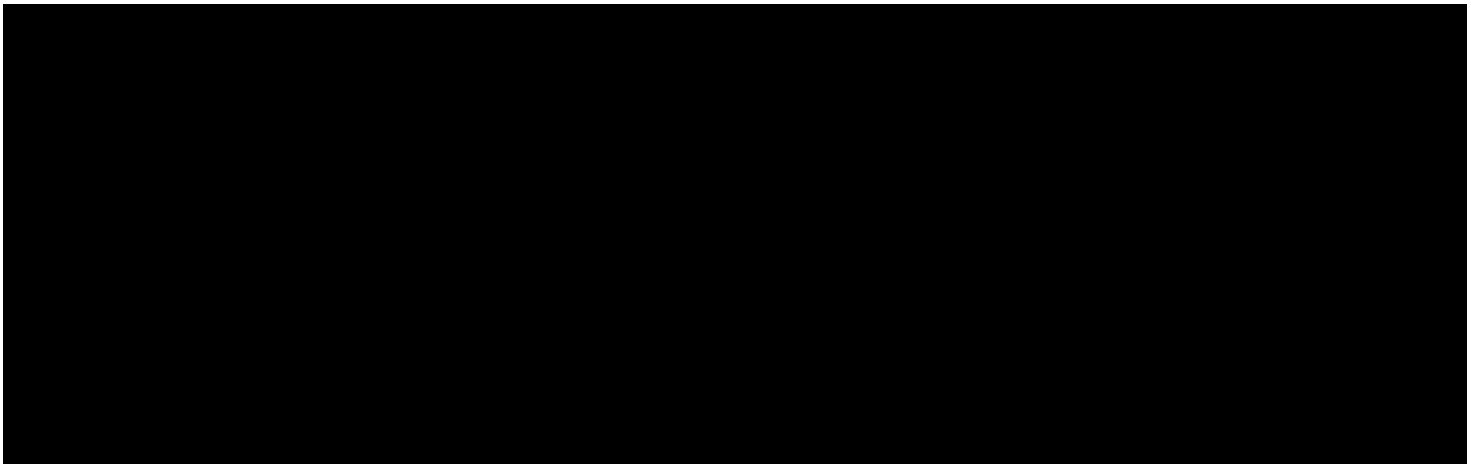
I would like the following issues in the EIS addressed:

- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Siobhan Bardet

Sydney NSW 2015, Australia



From: aurelia roper-tyler [REDACTED]
Sent: Wednesday, 9 December 2015 4:46 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

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Spending \$17bn of taxpayer money on an infrastructure project that is not part of an integrated transit policy is just plain irresponsible.

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

The impact of the WestConnex is such that it isn't just cars and private traffic which will experience ongoing gridlock, the EIS also shows that this project will severely hamper bus services, increasing travel time by over 20% in some instances. For those people who lessen the overall traffic burden by utilising public transport, this project is a punishing concern.

The WestConnex will result in the clearing of countless homes, and will severely affect parts of the community, destroying the amenity of residents in places like Euston Road.

The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

the St Peters interchange into the suburbs of Mascot, Eastlakes, Kensington, Kingsford, Erskineville and Alexandria, not to mention other areas, such as to the inner city or to the east.

I would like the following issues in the EIS addressed:

- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

aurelia roper-tyler

Sydney NSW 2017, Australia

From: Carrie Kopp [REDACTED]
Sent: Wednesday, 9 December 2015 5:10 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

I object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

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

Spending \$17bn of taxpayer money on an infrastructure project that is not part of an integrated transit policy is just plain irresponsible.

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The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

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the St Peters interchange into the suburbs of Mascot, Eastlakes, Kensington, Kingsford, Erskineville and Alexandria, not to mention other areas, such as to the inner city or to the east.

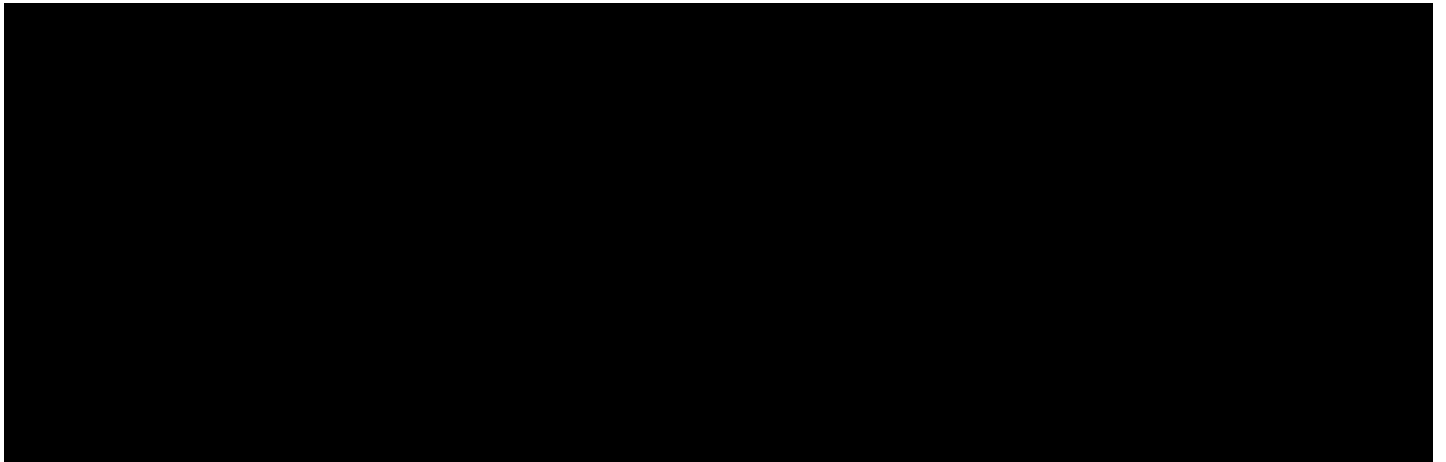
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- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Carrie Kopp

Sydney NSW 2015, Australia



From: Marie Gengos [REDACTED]
Sent: Wednesday, 9 December 2015 6:44 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

I object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

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Spending \$17bn of taxpayer money on an infrastructure project that is not part of an integrated transit policy is just plain irresponsible.

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

The impact of the WestConnex is such that it isn't just cars and private traffic which will experience ongoing gridlock, the EIS also shows that this project will severely hamper bus services, increasing travel time by over 20% in some instances. For those people who lessen the overall traffic burden by utilising public transport, this project is a punishing concern.

The WestConnex will result in the clearing of countless homes, and will severely affect parts of the community, destroying the amenity of residents in places like Euston Road.

The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

the St Peters interchange into the suburbs of Mascot, Eastlakes, Kensington, Kingsford, Erskineville and Alexandria, not to mention other areas, such as to the inner city or to the east.

I would like the following issues in the EIS addressed:

- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Marie Gengos

Sydney NSW 2038, Australia

From: Kathryn Calman [REDACTED]
Sent: Wednesday, 9 December 2015 12:32 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

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The impact of the WestConnex is such that it isn't just cars and private traffic which will experience ongoing gridlock, the EIS also shows that this project will severely hamper bus services, increasing travel time by over 20% in some instances. For those people who lessen the overall traffic burden by utilising public transport, this project is a punishing concern.

The WestConnex will result in the clearing of countless homes, and will severely affect parts of the community, destroying the amenity of residents in places like Euston Road and Moorefields Road.

The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School and Macallumns Hill Primary.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

the St Peters interchange into the suburbs of Mascot, Eastlakes, Kensington, Kingsford, Erskineville and Alexandria, not to mention other areas, such as to the inner city or to the east.

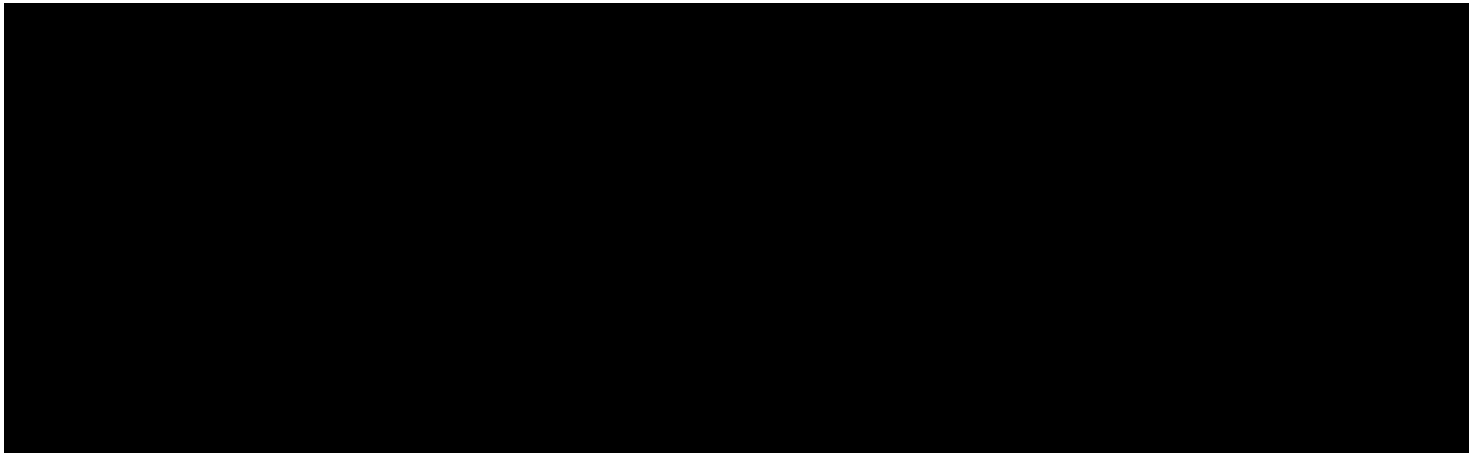
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- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Kathryn Calman

Sydney NSW 2209, Australia



From: Lyall Kennedy [REDACTED]
Sent: Wednesday, 9 December 2015 12:03 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

I object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

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The WestConnex will result in the clearing of countless homes, and will severely affect parts of the community, destroying the amenity of residents in places like Euston Road.

The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

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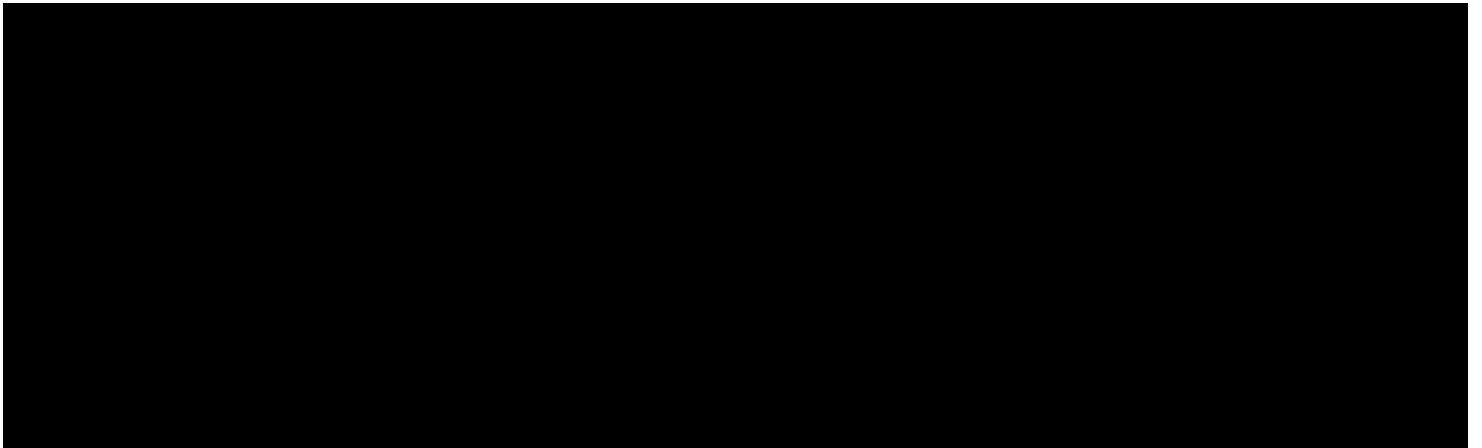
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- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Lyall Kennedy

Haberfield NSW 2045



From: Perry Johnstone [REDACTED]
Sent: Tuesday, 8 December 2015 8:11 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

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The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

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- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Perry Johnstone

Sydney NSW 2015, Australia

From: Valerie O'Sullivan [REDACTED]
Sent: Tuesday, 8 December 2015 8:17 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

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The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

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- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Valerie O'Sullivan

Sydney NSW 2015, Australia

From: Claire Brooks [REDACTED]
Sent: Thursday, 10 December 2015 12:22 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

I object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

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The WestConnex will result in the clearing of countless homes, and will severely affect parts of the community, destroying the amenity of residents in places like Euston Road.

The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

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I would like the following issues in the EIS addressed:

- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Claire Brooks

Sydney NSW 2042, Australia

From: Ngaire Worboys [REDACTED]
Sent: Thursday, 10 December 2015 12:15 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

I object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

The WestConnex will not solve Sydney's traffic issues; the Environmental Impact Statement itself demonstrates, that even with construction of the full project, travel times in our community will only improve by as little as 30 seconds whilst, in other areas, traffic on suburban streets will increase by almost as much as 50%. On Euston Road and others, more than 100%

Spending \$17bn of taxpayer money on an infrastructure project that is not part of an integrated transit policy is just plain irresponsible (and the cost will almost certainly exceed \$17 bn).

The EIS demonstrates that the number of vehicles that will access the WestConnex road network is significantly lower than expected due to excessive tolling. This will mean more cars on suburban streets trying to find short cuts. Streets in our community are already congested, many are in gridlock at peak hour. Our streets can't take additional traffic.

The impact of the WestConnex is such that it isn't just cars and private traffic which will experience increased and ongoing gridlock, the EIS also shows that this project will severely hamper bus services, increasing travel time by over 20% in some instances. For those people who lessen the overall traffic burden by utilising public transport, this project is a punishing concern.

The WestConnex will result in the clearing of countless homes, and will severely affect parts of the community, destroying the amenity of residents in places like Euston Road.

The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School and St Peters Public School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

the St Peters interchange into the suburbs of Mascot, Eastlakes, Kensington, Kingsford, Erskineville and Alexandria, not to mention other areas, such as to the inner city or to the east.

I would like the following issues in the EIS addressed:

- The negative impact this project has on public transport.
- The increase in air pollution from portals, emission stacks and the rise in traffic on local roads, putting our health at risk.
- Increased noise pollution, particularly for those already living with aircraft noise.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

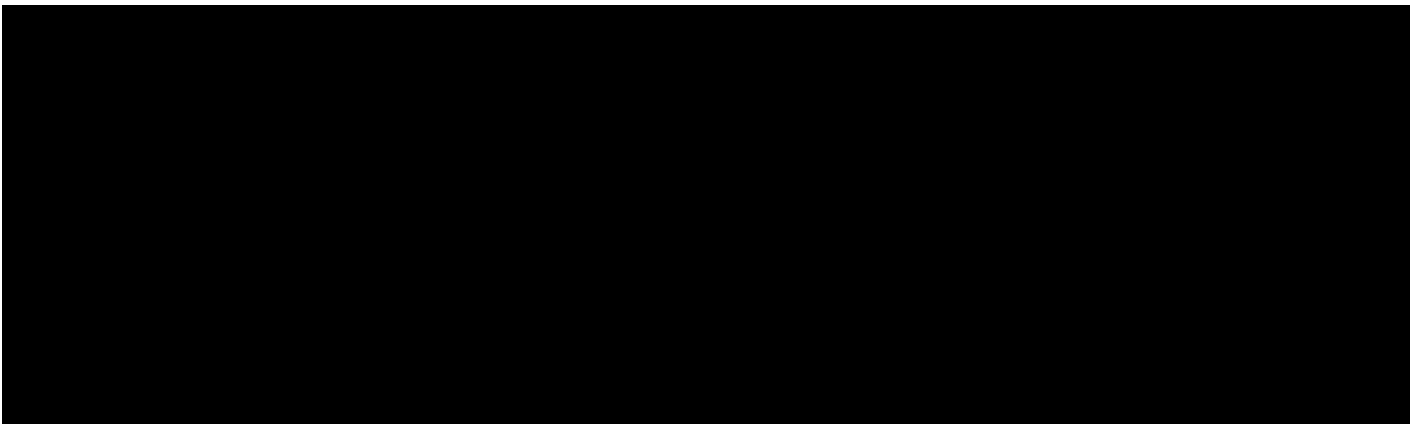
The community require an extension of the M5 EIS response time.

It is unfair to expect councils, community groups and individuals to examine an 8,000 page document of the holiday period.

Yours sincerely,

Ngaire Worboys

Sydney NSW 2044, Australia



From: deniz erer [REDACTED]
Sent: Thursday, 10 December 2015 11:50 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

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The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

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- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

From: Luisa Bustos [REDACTED]
Sent: Thursday, 10 December 2015 11:41 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

I object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

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

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The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

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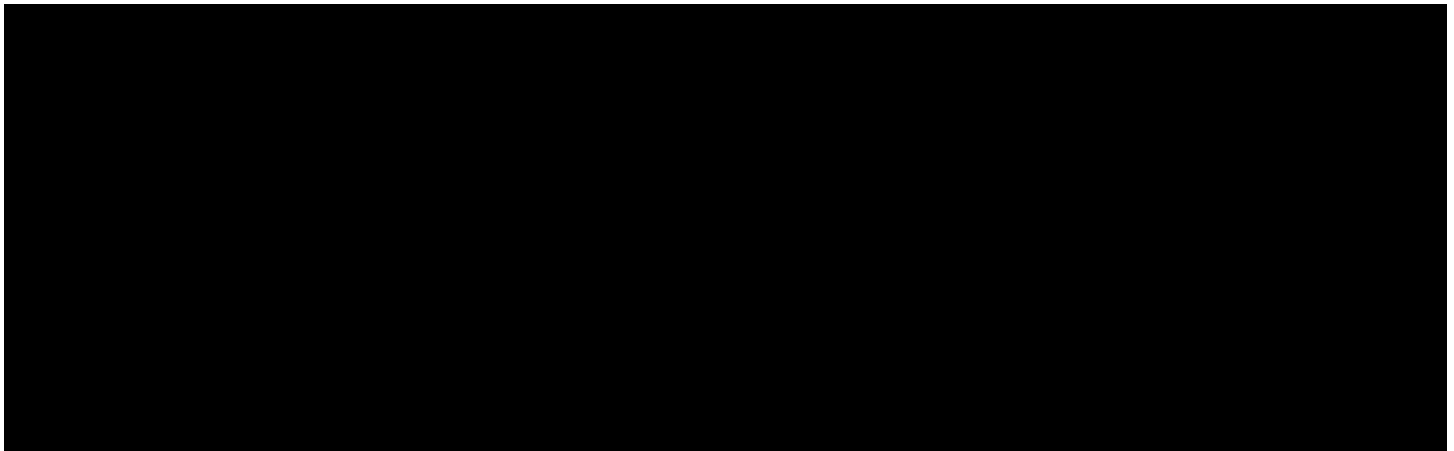
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- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Luisa Bustos

Sydney NSW 2043, Australia



From: Kate McLaren [REDACTED]
Sent: Thursday, 10 December 2015 11:07 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

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The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

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- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Kate McLaren

Sydney NSW 2015, Australia

[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Name: Raimo Herttua

[REDACTED]

[REDACTED]
[REDACTED]

Surry Hills, NSW
2010

Content:

I strongly oppose the WestConnex project as investing in private transport and huge intersections will not improve Sydney's image or quality of life. Public transport should be improved instead. King Street and the inner suburbs will not withstand the increased traffic.

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Name: Megan Benson

[REDACTED]

[REDACTED]

Bundeena, NSW
2230

Content:

Thank you for this opportunity to state my objection to the proposed WestConnex St Peters Interchange.

I object because -

We live in a carbon restrained world, the project pays no heed to reduce carbon emissions.

Air pollution will increase and will, along with noise pollution threaten the social health and fabric of a number of communities including Green Square, Alexandria, Erskineville, Ashmore and Redfern.

We have a feasible and economic and secure alternative choice to building a major motorway - and that is to invest the money in world class public transport systems that benefit communities, commuters and our future. Not to mention the opportunity to build secure and safe cycleways for short road trips between suburbs.

The planning of the St Peters Interchange is flawed - simply put, the traffic flowing out of the interchange has nowhere to go. To fix that problem new link roads will require construction, compounding the expected traffic jams resulting from this proposal.

The cost of this proposal cannot be assured and places NSW tax payers at risk.

The project is an outdated, misguided and unwanted infrastructure project that will not benefit the constituents of NSW.

Enough NSW tax dollars have been spent trying to justify WestConnex. I urge decision makers to give a clear message to our Government and the proponents that investment in public transport and its necessary infrastructure will secure greater rewards for the people of Sydney and NSW.

If Westconnex proceeds, we will see the inner city unliveable and unworkable for the foreseeable and longterm future.

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Content:

I oppose the WestConnex project.

The Government priority should be a strong focus on public transport.

An L.A. style spaghetti highway is a nightmare on a number of levels.

Public transport solutions not cars should be the transport focus. Encouraging higher volumes of vehicles into the inner city only exacerbates an existing congestion problem.

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Content:

wish to express my strong objection to the WestConnex M4 East motorway proposal. If built it will generate additional traffic, funneling it into heavily congested middle-ring and inner city roads, requiring the demolition of hundreds of homes and businesses to make way for road widenings on the surface road network to distribute the traffic from the motorway.

I also wish to register my objection to the government awarding tenders for the project before a full business case has been publicly released and before the EIS had been published and the public has exercised its right of participation.

The EIS process is supposed to allow for genuine public input and to result, potentially, in approval, non-approval, or approval with modifications, of the project. The present procedure makes a mockery of that right.

Government funding for this proposal - as part of the whole WestConnex proposal - will claim an extraordinary proportion of the state transport budget for years to come. This being the case, I am outraged that the EIS has failed to honestly and fully discuss its social, environmental, and economic impacts or to explain why it is preferable to other, alternative public- and active transport solutions.

In particular I draw attention to the EIS's failure to:

- * Factor into the traffic modelling the very large increase in apartment construction - and therefore of population - that has been promoted by the WestConnex Delivery Authority and other agencies as a major rationalisation for the proposal.
- * Honestly discuss public transport and freight rail alternatives.
- * Publish a robust business case to justify expenditure of billions of dollars worth of taxpayers' funds.
- * Properly describe the long term impacts of air pollution generated by the increased traffic volumes the project is designed to facilitate.
- * Consider more sustainable public and active transport options that will produce a lower level of greenhouse gas emissions.

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out

of favour and are no longer seen as a solution to congestion.

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Content:

I can't believe this has got this far, well actually I can believe it based on the corrupt bunch of old boys this government is.. Waste of money, bad for people, the environment, business and the way Sydney looks to the rest of the world. I am embarrassed to be in Sydney as should anyone involved in this misadventure. The whole way it's been planned, misinformation spouted, EIS released after work has already started. Dodgy business case. Lies, lies and more lies. How can you sleep at night.

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Content:

I am against the new six lane highway in Euston rd because this will bring huge traffic to the existing congested condition and worsen the air quality and make much noise. This will make the residences along the Euston rd can not live here anymore.

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[REDACTED]
[REDACTED]
[REDACTED]

Name: Fiona McCleary

[REDACTED]

[REDACTED]
[REDACTED]

Newtown, NSW
2042

Content:

Newtown and St Peters do not need more traffic. Cars create a dangerous and unfriendly environment in this area which is so densely populated. Instead the billions of dollars should be spent on public transport alternatives.

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Content:

Hi, I have been living in Alexandria and have been enjoying the residential flavour of the area and surrounding suburbs, tranquility and more recently the refurbished family-friendly Sydney park; coming from overseas I believe that Australia is meant to deliver a better quality of life at all levels and building motorways close to the city are definitely not what I'd call smart planning but rather a pale copy of other polluted cities such as Beijing.

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Name: Jonathan Clegg
[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
Im opposed to the current West Connex plan - the result will move the traffic bottle neck into the suburbs surrounding Sydney Park.
The volume of cars will result in back streets becoming 'rat runs' making our streets less safe for residents, and the loss of public
amenities like Sydney Park is a loss of a community asset.

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[REDACTED]

Content:
We don't need the interchange to add more traffic to already overcrowded rd at Zetland.

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[REDACTED]
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[REDACTED]

Name: Jonathan Huber
[REDACTED]

[REDACTED]
[REDACTED]

Ersineville, NSW
2043

Content:

There is significant evidence that additional road capacity does nothing to reduce long term congestion. It encourages more use, which ultimately causes more congestion. Regardless, my biggest concern is the negative effect this will have on walkability and cycleability of the surrounding area.

All of the major streets involved in the project are already unfriendly to cyclists. In addition, they are not enjoyable to walk along. As frequent user of Sydney park, I find it painful to get to the park from the North and West. I can only imagine this will get worse if this plan were to proceed.

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[REDACTED]

Content:
Please do not bring WestConnex into The Sydney Park area. King St - Huntley St and Campbell street are already very busy and the area could not cope with the huge influx of vehicle. We are getting Light Rail and Bicycle Tracks in our beautiful "Village" area and do NOT want more Freeways

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[REDACTED]
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[REDACTED]

Name: Nina Stromqvist

[REDACTED]

[REDACTED]

Ersleville, NSW
2043

Content:
To: Director Infrastructure Projects

I am a local Ersleville Resident and live here with my small family. A lot has changed in the inner suburbs of Sydney since I was a small child. It is no longer the edgy sparsely populated place it once was. Families no longer move away when their children reach school age, opting to stay making the inner suburbs so much more liveable. Parks are full of people, schools that were once near closure are thriving with inner city children, making Sydney a safe and modern place to live for everyone. This is particular relevant for inner - west families who utilise Sydney parklands, and bring more and more business to restaurants and shops in newtown and ersleville.

WestConnex threatens the very fabric of what has taken many decades to build. Traffic congestion is already at its peak around Euston road and cambell roads. Adding mor lanes will not solve this problem, it will only exacerbate it and create in unsafe thoroughfare leading in and out of the parklands. The pollution caused by the traffic will directly impact the small children using these areas daily.

Please reconsider the decision to continue plans on WestConnex. For the sake of future generations and the future of our beautiful city.

Thank you
Nina Stromqvist

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[REDACTED]

Name: Chris Walker

[REDACTED]

[REDACTED]

Newtown , NSW
2042

Content:

I personally disagree with the current proposal as it does not address the increasing volumes of vehicles into already crowded inner city suburbs. Instead of focussing on environmentally sustainable transport mechanisms we are wasting our assets on backwards looking technology. There is also a real risk that cultural gems such as Newtown will be converted into a Burke st of the 1980s which would be an irretrievable loss.

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Content:

I'm opposed to WestConnex for the following reasons: The traffic in the Alexandria area is already heavy and this will add even more congestion. The business case admits that drivers will avoid the new tolls by rat running through residential streets. The extra traffic will worsen local air quality. The money would be better spent on public transport.

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[REDACTED]

Name: Kylie McQueen
[REDACTED]

[REDACTED]

Surry Hills, NSW
2010

Content:
I strongly object the WestConnex St Peters Interchange due to the additional traffic it will add to already congested local roads.
Surely we need to invest in more public transport, it has to be the future and Sydney only continues to grow in population.

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Name: Debra El-Tawansi

[REDACTED]
[REDACTED]

Redfern, NSW
2016

Content:

The suburbs around the proposed exit of the new road are already congested with traffic. Spilling more cars onto these roads would be a disaster. It doesn't make sense.

I also oppose the environmental impact this road will have on Sydney Park.

My hope is that this huge amount of tax payers money will be spent on a better thought out plan to move people on the roads and investing in public transport.

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Content:

The key issue of Sydney's traffic is over congestion in CBD during peak time. I don't think the WestConnex is going to improve the congestion.

It appears those who approved this project has not properly considered the pros and cons of this project, and other viable options. I am not sure whether this is due to any personal reasons!

I believe a better solution is to improve public transport, like building more light rail and train. I strongly suggest the government to compare building the WestConnex with building more trains and light rails.

At least, the government needs to properly address the adverse impact of building the WestConnex, not to be silent on it.

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[REDACTED]

Content:
You should be spending the money on public transport. Far more people not only want to but would use public transport if it were regular and reliable. This is a short sighted and biased to towards Those with power and money. Which has no foundation in research evidence .This will be another white elephant that will be a environmental disaster,a blot on the landscape and will be regretted for decades to come.

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[REDACTED]

Name: Mark Boyle

[REDACTED]

[REDACTED] rosebery 2018

[REDACTED]

Content:

I believe there is a lack of planning to build the road and traffic
In green sq area will be congested when area developed more

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Content:

Well where do I start. Well here you go, Waste of money, pollution, destroyer of the limited natural environment in the city and beyond, dangerous, corrupt process lining the pockets of the top end of town. Community wrecker. Business wrecker for king street. Surely this world wide embarrassment for a modern wealthy city cannot go ahead.. This city is crying out for improvements to public transport and what does the gov do build a road to nowhere. Total madness. Please Do Not Build this road.

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[REDACTED]
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[REDACTED]

Name: Gurol Candemir

[REDACTED]
[REDACTED]

Alexandria, NSW
2015

Content:

Me and my family are deeply concerned about the potential negative impacts that such a major interchange will bring to our area. Euston road and Mitchell road are already congested and cannot take the existing load of traffic into the city, let alone the newly developing Green Square and Ashmore districts.

I have yet to find any comforting information or planning study to prove that the connection from the St Peters interchange into Euston road would help local traffic.

A bottle neck will be created at the corner of Euston road and Maddox street which will be a disaster for the area.

I suggest that the planners come and see the area on a Saturday so that they will see the real problem as its already bumper to bumper.

Until there is some serious study and planning done on how the new residential areas and Euston road will be connected, we will continue to oppose Westconnex. We dont want our quality of life deteriorate with a premature project

Regards

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Content:
 Bottlenecks

Euston Road which this interchange will feed into is already a MESS, most times of the day and especially on the weekend. The amount of residential construction that has taken place in this area has put a strain on roads already, this will only exaggerate the problem and the thought of any widening now that new properties have been constructed is farcical.

King st traffic inbound/outbound during peak is a very unpleasant drive, do you really think an increase in traffic on a road that cannot be physically widen is going to work??

The answer is not build more roads,it never has been,never will be. This country is so car centric,antiquated in transport thinking and the roads that spew more traffic into the suburbs will just further deteriorate into major bottle necks

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Content:

My name is Ken Green a resident of Alexandria for over 25 years ,after seeing so much improvement in the surrounding areas around Alexandria over the years ,Sydney Park being a dual in the crown ,then we read there is development(the West Connex) which will pollute the surrounding area with so much increased traffic is beyond belief .I strongly object to this proposal going ahead ,and I will be one of many I can assure you of this .Disgruntled resident .Thank you for listening .

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[REDACTED]

Name: Kerry Neville

[REDACTED]
[REDACTED]

Alexandria, NSW
2015

Content:

Our family is vehemently opposed to the St Peters interchange. Traffic increases will destroy the amenity of Sydney park and worsen air quality for residents

Improved public transport is preferred by local residents

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[REDACTED]

[REDACTED]

Name: Marcos Pereira
[REDACTED]

[REDACTED]

redfern, NSW
2016

Content:
STOP!!!!!!! westConnex

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Content:

The proposed WestConnex will funnel a huge number of cars into already congested streets. Sydney Park Road, Euston Road and Mitchell Road are all at capacity in peak hours. Six lane roads with ten times the capacity of existing roads terminating in the middle of residential areas is illogical and stupid.

This plan is going to cost the residents of Sydney for ever.

The money should be spent on PUBLIC TRANSPORT rather than promoting car use.

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Content:

I totally oppose the St Peters interchange on the grounds of adverse Social, Health, Environmental, Traffic, Economic and Visual impacts.

It will have a disastrous impact on our local neighbourhood streets where we live and kill businesses along King Street, Sydney's best retail/entertainment/dining strip.

Local streets are already at capacity and will not be able to cope with the massive increase in traffic volumes that will pour from this interchange into Newtown and nearby suburbs.

The peaceful amenity of our family neighborhoods will be destroyed forever. Elegant and precious Victorian heritage streets will become traffic rat-runs and living here will become a nightmare.

Some of the last remaining vestiges of Sydney's precious Victorian urban environment will lose their integrity and the whole of Sydney will be more squalid as a result.

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Name: Jameela Truman
[REDACTED]

[REDACTED]

Ersleville, NSW
2043

Content:
I am opposing the WestConnex New M5 St Peters Interchange. The money going towards this project will be better spent on improving the public transport in NSW.

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Content:
I wish to submit my objection to the WestConnex project because of the impossibility of local roads to accommodate any increase in traffic.
I also wish to express my dismay at what appears to be a poorly planned project at a massive cost and as a continuation of road building despite the evidence that it is not a long term solution.

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Name: Nathan Hancock
Organisation: sta (Bus operator)

[REDACTED]

[REDACTED]
[REDACTED]

Erskineville, NSW
2043

Content:

I do not wish to see any extra traffic increase flow into my street nor the surrounding streets around my area and this will no doubt happen if the outlets for St peters exit is allowed to go ahead.

The air pollution will be considerably unbearable to have a healthy lifestyle which I have been use to after moving here 3 years ago. I'm most concerned about the pollution outlet proposed to be put in Sydney park as well.

I believe public transport would be a much better option with a 24/7 train operation like the New York city transport has on offer and also having the public transport running much more frequent then what it currently does . Rather then trains & buses only running until midnight or even earlier.

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Name: Caterina Hernandez

[REDACTED]

[REDACTED]

Waterloo, NSW
2017

Content:

my objection of building Westconnex. As an interior architect and being apart of town planning through various past projects its so imperative we voice how WestConnex will destroy our way of living. We need to voice that \$ 1.5 billion should go on more public transport more bus routes larger longer buses. Like in London there are more people there and more buses ..people get around easier and faster than they do in city of Sydney. Traffic is bad there too...but at least they dont have huge spaghetti highways! Newtown and other suburbs will have so much pollution we wont go there anymore..cause of so many cars. There is no evidence of economical advancement either. .Sydney Park will be covered by ramps towers. Euston Rd very old tree lines will be destroyed..we need more trees not less and more roads. I wont wanna go to Sydney park Newtown and other suburbs surrounding.. Will you? Please dont make these suburbs turn into Parramatta Rd like travel fare ways!

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Content:

Dear NSW Dept of Planning

I am writing to expressed my strongest opposition the the proposed M5 East St Peters interchange. I am appalled at the ill conceived plans. It appears that the primary concern in the planning has been getting cars from Sydney's west to the interchange at St Peters and no thought has gone into what happens at and surrounding the interchange.

Firstly the interchange it's self is hideous and massive and will destroy the character of St Peters and surrounding suburbs forever. The impact on local residents will be awful. Visually it will create a scar on the suburb that will dominate all residents. Noise and air quality will be unbearable. I can imagine most resident will need to sell their houses as it would be impossible to live in those conditions.

Just as worrying is the impact on the surrounding suburbs. I live in Erskineville and use Sydney Park everyday. I also walk for 2 hours each day around the streets including Euston Rd. The traffic being dumped here will create chaos, this area is in no way equipped to cope with 50,000 cars a day. There will be issues with flooding as this area does flood in high rain events. There will be issues with parking as some car users will park and ride, using St Peters and Erskineville train stations. There will be safety issues with cars rat running through the small, narrow streets of Erskineville and Newtown.

This development will ruin these suburbs for ever, it will destroy the charming urban villages and create a disaster.

Any successful plan to deliver more cars into the CBD needs to take cars ALL the way into the CBD in tunnels and preserve all suburbs above ground.

OR even better plan for a future without cars in the CBD, improve our public transport and deliver people to the CBD without their cars.

I beg you to rethink this destructive plan, as it stands it will make these suburbs impossible for residents to live in.

Regards

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Content:

I am OPPOSED to the New M5 St. Peters Interchange. I want the State Government to Invest in More Public Transport. To ENCOURAGE the public to 'plan their movements' by using Public Transport more frequently around the Sydney area. The Paris Agreement NOW needs to be supported by State Governments. State Governments need to REDUCE the use of cars on the road and manage existing roads with more efficient transport of people and goods.

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Name: Nikola Anderson

[REDACTED]

[REDACTED]

Ersleville, NSW
2043

Content:

West Connex will destroy the lifestyles of thousands of locals who have flocked to our beautiful Inner West because of its wonderful, vibrant communities. Central to the sustainability of these communities is public space - parks, shops, safe pedestrian areas, cycle ways. We cannot maintain these communities without these spaces. I have lived in Ersleville my whole life and I have already witnessed the surge in traffic over my life time - we cannot cope with any more cars! Our government should be representing the needs of people, not business, and thinking about the world we want in the future. If we continue to support the expansion of traffic and fossil-fuel consuming cars we will be in violation of the commitments we made in the Paris Climate Conference. With so much community opposition how can the government continue with this enormous waste of taxpayers money!

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Name: Michael Talone
Organisation: Sydney Water (Chemical engineer)

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:

My wife Cynthia and I strongly oppose the construction of West Connex because we believe that the current heavy congestion will only be exacerbated by this development. The 3rd stage of West Connex linking new M5&M4 is still in planning stages and we suspect it will never be built. This area is being overdeveloped and the congestion is already unbearable.

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Content:
To the Director of Infrastructure Projects

I believe that creating a major hub connection next to one of the nicest and used open park areas in the inner west would be a mistake.

Encouraging greater use of cars in a city that already struggles with traffic is not a good idea.

This might help drivers from further afield come into the area but once here traffic will become unmanageable, high density housing is already creating troubles for the area.

The dollars could be better spent on public transport and safe dedicated cycle ways.

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Content:
Spending over 16 billion in a project that will see blow out in costs like any other project sponsored by this, or any other government, is a tremendous effort waste of taxpayers money.

Instead of wasting 16 billion on spaghetti junction that will further increase traffic and congestion in suburbs at both ends of the westconnex why don't you spend half that amount on improving public transport?

This city needs less cars and more accessible, efficient transport options. All other "miracle" connections, tunnels and highways solved nothing. It is tremendously disappointing to see that you keep wasting money over and over again on options proven to provide little to no improvement to traffic rather than improving public transport.

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Content:

I object to the westconnex proposal as these funds would serve more use in developing a sustainable public transport system. The inner city of Sydney roads, North of the planned M4-M5 connection, are already congested and will blow out with the mass on traffic entering these areas at once. Not to mention effect parking and quality of life for residents living in these areas. Currently, many people drive during peak hour due to poor access and transfers between local public transport options.

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Content:
It is really quite simple, in fact 3 - 4 letters usually sums it up in the 21st century especially when you look at our peers in APAC. E.g. Hong Kong has the MTR and Singapore has the SMRT, both of these countries have designed modern day transport infrastructure which is highly efficient with far less damage to the environment and local communities. If as a nation we want Australia to be relevant in this Asian century why are we not learning from these major success cases and are instead following what nations like the UK and U.S. were doing 30 years ago, in fact even the UK is now starting its own high speed rail link projects. Come on Australia the resources boom is over so stop thinking about tradition and starting thinking about innovation.

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Content:
To whom it may concern,

At a time when climate change has become indisputably a real threat I don't understand why so much money is being spent on increasing road traffic. Like many european cities I think it would be more judical to develop our public transport network (tramways, trains, metro etc...).

I am particularly opposed to the new M5 St Peters Interchange. Like thousands of people in the community I spend a lot of time at the Sydney Park: running, walking with friends, meeting for a picnic/barbecue. The park has recently been upgraded and has become such a nice feature of our city. It is beyond me that developers/decision makers would bring so much traffic and pollution in a place where people come to enjoy outdoor activities with their family and friends.

I am also extremely worried by the huge increase of traffic in the neighbouring suburbs such as Newtown and Erskineville that such a project would bring. The roads are pretty congested as it is; how would such suburbs absorb an increase from 5,000 to 50,000 vehicles a day on some roads?

Newtown and Erskineville are two suburbs with much charm and character. People go there to relax, socialise with their family and friends. This project has the potential to kill the wonderful atmosphere that has made these two suburbs so notorious over the years.

Like many other members of the community I am concerned by the irreversible nature of this project that could affect the well-being of all residents in area.

I hope from the bottom of my heart that more creative, ingenious and environmentally friendly solutions will be sought.

Regards

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Name: Chris Gleeson
[REDACTED]

[REDACTED]
[REDACTED]

Newtown, NSW
2042

Content:
As a local of the Newtown Alexandria area for over 10 years I fear greatly for the impact and volume of traffic into King St Newtown where I already find difficulty finding on street parking and fear that westconnex will severely damage King St Newtown feel, vibe and character and in turn destroying business along that vibrant street and a great fear the pressure will cause a lot of business closures , I personally feel that this is a preposterous idea by city of Sydney planning

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Content:
The application 'WestConnex' will worsen air, make more noise to the surrounding residential suburbs.

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Name: Lynnette Dorn

[REDACTED]

[REDACTED]

Newtown, NSW
2042

Content:

The WestConnex does not make sense for a city like Sydney. We all want Sydney to be a great city and all great cities have a fantastic public transport system. A transport system where people can move easily, talk to others and reduce the impact on the environment. Most cities with large freeways end up with even more congestion - build the roads and the cars will come.

WestConnex looks ugly, it will add to traffic congestion, add noise and pollution to high residential areas, will ruin lively community and social hubs like King Street Newtown. People who live out west will just spend more time in cars, spend less time with their families and get stressed. Why do it when the money could be spent on a great public transport system, Why ruin Sydney when we could make an even greater city. Please don't do WestConnex.

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Content:
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Name: Petra Quide
[REDACTED]

[REDACTED]

Newtown, NSW
2042

Content:
I oppose the WestConnex because it will result in too much traffic coming into Newtown and Erskinvile.

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Name: George Lancaster

[REDACTED]

[REDACTED]
[REDACTED]

Newtown, NSW
2042

Content:

Spending money on roads, to benefit car usage, amidst the undeniably worsening environment due to climate change, is not just ludicrous. It's mad. What's that adage about insanity? To keep doing the same thing and expecting a different outcome? What we need is investment in public transport. What we need is bettering neighborhoods. What we need is improving people's lives. WestConnex will do none of that. It will only cause harm, and worse, by siphoning away an obscene amount of money better used elsewhere to make Sydney a truly great city.

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Name: Caroline Ryan
[REDACTED]

[REDACTED]

Erskineville, NSW
2043

Content:
Please don't proceed with this enormous development in the inner west. Our existing roads are too narrow and overpopulated at the moment to cope with the overflow of new highway traffic. My current suburb of Erskineville has doubled in population with the new apartments. This has already put a strain on the local roads - please don't add to it.

We just require more public transport, a metro line that stops at St Peters and Erskineville and more trains in general - not more roads. Please learn from other major cities.

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[REDACTED]

Name: Carolina Sorensen

[REDACTED]

Redfern, NSW
2016

Content:

As a homeowner and parent in the Redfern/Waterloo area, I wish to express my strong opposition to the WestConnex Interchange.

Our roads in the Alexandria/Redfern/Mascot and Green Square areas are already heavily congested and I am frequently in traffic jams in this area trying to simply get to our local schools or shops.

There are far too many building approvals and as a resident of Redfern I feel as though I'm living in a construction site. Please don't take away our green areas for construction compounds. These are vital for our children who live in the inner city as we don't have big yards for our kids to play in.

Please don't turn the iconic King Street into a highway. This will have an enormous impact on business in the area. King street is already busy enough. It doesn't need more cars.

It is ludicrous to think that a government would be so short-sighted to spend such ludicrous amounts on roads that will worsen our air quality and quality of life when the whole world is now looking to the future and renewables. This money would be far better spent on good, lasting public transport options. Sydney's transport system should be as good as London!

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Name: Clare Robinson
[REDACTED]

[REDACTED]
[REDACTED]

Alexandria, NSW
2015

Content:
To whom it may concern,

The WestConnex proposal is absolute madness. Why destroy numerous charming suburbs and put pollution and pressure on already congested roads?
Surely a more robust public transport system would be far more beneficial to everyone. We should be discouraging people from driving and investing in better, safer, more reliable, greener transport options.

Sydney's Inner West has been known for some time as a desirable and community focused place to live. To turn that into a concrete superhighway is unconscionable.

Please reconsider, think about the existing resident and the future generations that are going to be affected by the decisions made today. Less cars and more trains, buses and light rail. Keep our green spaces and our air clean. Make commuting easier, cheaper and the better option.

Yours faithfully
Clare

IP Address: - 139.163.138.63

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Content:

The WestConnex St Peters Interchange will put undue pressure on already crowded road system in the inner west. It will end up hurting local businesses by turning streets into highways and removing street parking. As a flow of effect, other residential roads will become busy as people try to avoid the tolls increasing the chance of pedestrians being hit by the influx of cars and trucks. In addition, it will also be an unsightly landmark in an otherwise beautiful part of Sydney. Surely investing in public transportation would be a better use of money. Look to London as an example, the tube runs every three to five minutes making it a viable option in transportation rather than Sydney's 15-30 minute train wait. I would have thought less cars in inner Sydney would be the goal rather than trying to flood the already struggling infrastructure.

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Name: Kim Kaufman
[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
I'm against this. Public transport should be improved as an alternative

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Name: Christopher Thomas

[REDACTED]
[REDACTED]

Surry Hills, NSW
2010

Content:
Hi there

thank you for addressing these submissions. There are many good elements of the EIS; i commend the good work.

In attempt to address specific parts of the EIS:

section titled '4.2.3 Alternative 4 - Demand management'; There is inadequate addressing of demand. demand is conceived of incorrectly. demand should be understood as caused by human population numbers. If human population numbers are not addressed we will yield significantly less benefit from any infrastructure expenditure. In this EIS human population numbers must be addressed as a primary cause of congestion and 'demand'. Any project whose value is affected by population numbers must address that. This project should address human population numbers.

section titled 31.1.1 Summary of strategic need and justification";
There is a statement "WestConnex would cut 20 minutes off an average peak hour trip from Kingsgrove Road". this statement needs to be qualified with a time frame. I suggest that with rapidly growing population this benefit would be not highly valuable. the statement "WestConnex would deliver significant long-term benefits to the economic growth and development of NSW and Australia" is questionable. if population increases, I suggest the benefits would not be "...significant long-term...".

Thanks for your time.

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Content:

International studies show traffic increases when road capacity increases, adding to congestion, pollution, noise, stress, energy use and parking problems.

The solution to traffic congestion and associated problems is to decrease road capacity and increase/improve public transport.

Money spent on WestConnex should be used to develop energy efficient forms of public, private and commercial transport.

Cars don't make cities viable. People do.

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Content:
I oppose the West Connex Project as it will have devastating impact on our green spaces, compound existing traffic issues in the Alexandria/Green Square/Mascot and Redfern areas. Billions of dollars that could go towards efficient public transport instead of horrid LA style highways.

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Content:
To whom it may concern,

As a student in the local area of the proposed WestConnex St Peters interchange, I am concerned with rising traffic levels in surrounding suburbs. Simply diverting traffic to another area will not solve the transport problem; it will only move the problem causing other Sydney suburbs to suffer.

With other global cities having a thorough and planned public transport system, it raises questions as to the nature of the WestConnex road proposal. Would funds not be better invested in public transport? In a more efficient transport system designed to increase people movement, while decreasing the use of cars?

Inner Sydney is already a congested traffic nightmare, so why not pump more cars into the mix and hope for the best right? Wrong.

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[REDACTED]

Name: Ken Hillman
[REDACTED]

[REDACTED]

Surry Hills, NSW
2010

Content:
When the rest of the world is moving away from expensive roadworks channeling cars into a city already overloaded with cars, why is Australia and Sydney in particular contemplating building such an inappropriate, expensive venture which will solve no transport problems.
Sydney residents, particularly inner city residents need efficient public transport not huge motorways that go nowhere.

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Name: Michael Blake
[REDACTED]

[REDACTED]
[REDACTED]

Redfern NSW, NSW
2016

Content:
To Whom It May Concern,
I strongly object to the proposed WestConnex St Peters Interchange. The research I've completed indicates that the interchange (and many parts of the entire WestConnex project) will further exacerbate the traffic problems we face in Sydney. I would much prefer that my tax dollars go to support public transportation in any form over the WestConnex project.

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Content:

Don't know why I'm bothering with a submission since politicians and Corporates have no interest in peoples opinions and submissions merely give people the feeling they are actually making a difference.

Having said that, I will still voice my objection to West Connex Project. As a resident of Alexandria, I can see first hand the daily congestion on Euston, McEvoy and Mitchell roads. All these roads are gridlocked daily, including weekends and adding more traffic to this already congested area will only make matter worse. It is almost impossible to turn right out of any of the side streets leading to Euston/McEvoy. Introduce the west connex and you will have to make every side street in the area no right turn.

I am also greatly concerned about the health affects on residents as well. Of course, that is not a priority for the developers who don't live here. With 50,000 cars spewing out fumes all day 7 days a week, illness is something to be considered.

The west connex idea is absurd which is why it will proceed regardless of the concerns of the people it affects. That's how things work.

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Name: Robert Woodley

[REDACTED]

[REDACTED]

Alexandria, NSW
2015

Content:
Dept of Planning and Environment

WestConnex is a badly planned 1950's solution to Sydney's already congested road traffic. Take a look at the nightmare of Los Angeles where the freeway system is now clogged, and compare it to San Francisco where new public transport is being built.

1. The entire Princes Highway-King Street-Mitchell Road-Canal and Campbell Roads precinct is already at capacity during peak hours, with the major roads acting as clearways.
2. People in the Newtown, St Peters, Erskineville, Sydenham areas are already stressed with poor air quality and noise from heavy traffic, planes and trains. We have paid good money for our homes and most people use public transport, yet we are expected to endure this constant through traffic.
3. Figures say that just one road, Euston Road will go from 5000 cars per day to 50,000. This is unfair and traffic just won't move, pouring off the freeways onto roads with traffic lights. It will only encourage more cars.
4. Sydney should be a modern city with metro and busway services encouraging people to leave cars at home. New roads clog up almost as soon as built. Goods should be moved with railways, getting the huge semitrailers off old "highways" like the Princes Highway, where a semi-trailer barely fits between the lines.
5. The cost just keeps rising, from an original estimate of \$10 billion to the current \$16.8 billion. It will achieve nothing but a complete gridlock in the inner south suburbs. The money should be spent on a new railway/metro line, and an upgrade of the Port Botany goods line.

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Content:

The WestConnex project is another backwards step for Sydney's transport, and damaging to the local area. It's another private profit seeking road project the state government is determined to pursue without a significant desire for the project from the public.

It reminds me strongly of the Cross City Tunnel, which was a fiasco from day one. Projected figures of 90,000 cars a day have turned out to be absolute fabrications, with the actual usage struggling to reach a third of that figure. Similar actions of severe road changes in the surrounding suburbs can be seen between the Cross City Tunnel and WestConnex.

Sydney Park is a rare asset in central Sydney. It's uncommon to see public green space of this size being actively improved for public use. WestConnex will tarnish the park. The park already suffers with having to cross busy Sydney Park Road for access, expanding the other surrounding roads and pushing tens of thousands of cars will make the park an oasis to be viewed from a distance.

The state government's track record with toll roads is abominable, the only people who win reliably are the construction companies.

Sydney doesn't need more roads. Traffic is a zero sum game. If we increase capacity, it simply moves to the next bottleneck (newtown/st peters back streets and king st), and is quickly filled. Building WestConnex will not solve traffic problems, it will just create new ones.

Use the money to build public transport.

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Name: Saul Flaxman

[REDACTED]
[REDACTED]

Redfern, NSW
2016

Content:

I am strongly opposed to the WestConnex and the M5 St Peters Interchange. The interchange will pour thousands of additional vehicles into surrounding suburbs. It will compromise air quality, create considerable congestion on already crowded local roads, and involve the creation of multi-lane surface roads which will act to cut off local communities from one another. This hugely expensive project would only further encourage the use of cars and trucks and will threaten the character and utility of many important local assets, including King Street and Sydney Park. I urge you to reconsider this project.

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Name: Elke Gimes
[REDACTED]

[REDACTED]
[REDACTED]

Alexandria, NSW
2015

Content:
I expect my objection for the WestConnex St Peters Interchange, to be duly noted. Regards,

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Name: Asimina Samolis

[REDACTED]
[REDACTED]

Marrickville, NSW
2204

Content:

I believe that the West Connex is an over inflated waste of tax payers money. The government should be focus their funds and resources at looking at improving on more sustainable ways of commuting and not polluting our roads with more cars and roads.

Its a real example of how the government is heavily influenced by private funding and not listening to the needs of their community.

Its disgusting to see the damage to existing homes, park lands and people lives this will create. I will never support this project.

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Content:

I am most definitely opposed to the West Connex. King Street is a fantastic street and place to shop with historical significance. The West Connex threatens it's existence - just as Oxford Street Paddington has been decimated since Bondi Junction Westfield. Also, traffic in and around Redfern, Zetland, Waterloo (I also work in Waterloo and live in Redfern), which is already at a snails pace half the time will become even more backed up. This is also thanks to the insane amount of apartments that have been allowed to be built (with more going up every day - separate issue but there you are). Lastly, I very much feel for the people that live in that area, the extra traffic, smog, exhaust etc - how dreadful for them. Thank you for considering my submission.

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Content:
Sydney needs more public transport not cars on the roads. I oppose the WestConnex

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Name: Brendon Baker

[REDACTED]

Newtown, NSW
2042

Content:

Dear Director,

Regarding the strategic need for the New M5 project, how would additional vehicle capacity along the M5 corridor contribute to a more liveable city? How can this link alleviate the significant increase in connectivity required for a polycentric city, such as Sydney, to grow?

The New M5 relies on existing State policies to justify a need. Whilst it is important that strategic policy document support major projects, it is not adequate to rely on the cumulative history of a project being identified by a roads authority over time. How does the New M5 project align with the current Metropolitan Plan - "A Plan for Growing Sydney"? Would this investment be more suited to connecting parts of western Sydney with road infrastructure, where the growth in jobs is anticipated but accessibility is difficult? This Motorway scheme has a long history within a strong road-building culture in NSW. At what stage should Department of Planning & Environment and Transport for NSW lead the development of Sydney into and beyond 2050?

The nexus between this project (a motorway linking King Georges Road and St Peters) and transformative city building outcomes is not adequate. Benefits associated with urban renewal along the Parramatta Road corridor will occur regardless with a major planning intervention in collaboration with State agencies, local councils, the local community, and developers. How can additional motorway capacity, which will ultimately lead to an increase in the total number of vehicle on the road system, claim to benefit land use change along Sydney's busiest urban corridors? How can the significant investment in the New M5 project be justified when a similar investment in urban transformation along Parramatta Road would deliver real and future-proofing outcomes?

The project's first claim is to reduce traffic on the M5 East Motorway and improve traffic flow and intersection performance. It achieves this initially by greatly increasing capacity for the New M5. However, in the medium to long term (20 plus years) this outcome is significantly eroded, if not exhausted. The short term will see the opposite of this claim on local roads in Alexandria, St Peters, Newtown, and Tempe. Is it really appropriate to distribute traffic onto the local streets that are currently trending towards vibrant active uses? Campbell Street, Unwins Bridge Road, May Street, and Maddox Street are undergoing an urban revolution with growth in local retail and manufacturing, which is being encouraged by local active transport and public art initiatives.

The New M5 project should fully acknowledge the significant impacts on a Key Population of Green and Golden Bell Frogs. If this impact is unavoidable, the EIS should assess the impacts in full. The translocation of individuals in this population and the impacts of construction are more than likely to reduce the capacity of this population to survive. What land acquisition alternatives were considered in terms of reducing the impact on this population? For example, use of the golf course further north and/or adjacent to road infrastructure? Why has the construction site used some of the most ecologically valuable aquatic or ephemeral habitat within

the golf course? What effort has been made to reduce clearing of individual patches such as those intersected by the south-western construction site boundary at this location? Has the calculation of clearing taken into account the patchiness within the golf course where the boundary cuts small patches in part? It is unlikely these half disturbed patches would survive.

If there are significant residual impacts arising from impacts to the RTA frog ponds or adjacent habitat, what additional offsetting is proposed? This is particularly important given the scarcity of credits for the Green and Golden Bell Frog.

Does the St Peters Interchange represent the highest and best use for this inner suburban site? Given the housing, jobs, and open space needs of the city, should this valuable land be utilised so inefficiently?

Clearly there is strong community opposition to the New M5 project and the wider Westconnex program. At what stage does this level of community sentiment influence government decision making? Given the strong opposition, what review of strategic policy should be triggered? And what role does Department of Planning & Environment have in taking a long-term view of Sydney beyond 2050 as a globally competitive city with a future-looking transport system?

Thank you,
Brendon Baker
[REDACTED]t, Newtown 2042

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Name: James Quoyale



NEWTOWN, NSW
2042

Content:
uploaded below



Minley
20 Chalder Street
NEWTOWN NSW 2042
Telephone: 9519 5250
16 December 2015

Director Infrastructure Projects
Planning Services
Department of Planning and Environment
Application Number SSI 6788
GPO Box 39
Sydney NSW 2001

Dear Sir/Madam,

Re : WestConnex St Peters Interchange

Recently I saw an image of the proposed spaghetti junction interchange - what a horrific blot on the landscape - and unwaveringly object to the proposed WestConnex New M5 St Peters Interchange for the following reasons:

- 1 The astonishing cost for the New M5 is unjustified, the business case is ludicrous and it is healthier to spend the money on **public transport** to reduce the number of cars using the roads rather than encouraging more cars onto our already crowded roads. A better city is a walkable city.
- 2 The extra traffic will worsen local air quality and impact on our healthy environment. A side effect of ill health will add to the Health budget – already over stretched.
- 3 The character and sustainability of King Street, Newtown will be degraded and the most significant and in tact Victorian shopping strip in Sydney debased as a highway.
- 4 Any bottlenecks - that occur regularly - will simply be transferred to a different location, not eliminated. Reducing the traffic by increasing public transport is the wise solution.

The whole concept of WestConnect is misjudged - the assumption that more cars are better than more public transport is illogical. During peak hours each car has an average of between one and two people. Public transport can cater for hundreds of people in each train, and with far less pollution.

For the above reasons I implore you to reconsider the proposal and not proceed with the WestConnex New M5 St Peters Interchange.

James Quoy

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Name: Darryl Green

[REDACTED]

[REDACTED]

Redfern, NSW
2016

Content:
This will spoil the amenity of spectacular Sydney Park. It's an immense addition of noise and pollution. While there is a worldwide (and City of Sydney Council) push to move to sustainable public transport, this will dramatically increase private vehicular traffic. And this backward move is to cost over \$10b.

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Name: Zhou Zhou

[REDACTED]

[REDACTED]

Erskineville, NSW
2043

Content:

As a local living close to where the WestConnex will be increasing traffic to, I object the project for multiple reasons.

1. Having used trains and public transport in Erskineville, I know that these are already under massive pressure at peak hour. The billions spent on the New M5 would be much better spent on public transport to reduce the need for people to drive in general.
2. Building roads generally encourages people to drive rather than taking public transport. Encouraging driving is only going to contribute to greater air and noise pollution, reducing the area's liveability and in the long term encouraging people to live further out as inner city life becomes even less bearable. In turn this ends up fuelling the need for more driving.
3. Increasing capacity for cars that require fossil fuels is not compatible with the need to keep most current reserves of fossil fuels in the ground, if we're to avoid catastrophic climate change (which will of course carry its own costs to Australia more broadly). Going back to point #1, we need funding for transport infrastructure that is going to be minimising our reliance on driving, and making it easier to take a lower-carbon option to get where we need to be. Building WestConnex is analagous to a chain smoker building a cigarette shop in their backyard - they're essentially paying for something that's not only going to damage their own health, but compromise the health of others too.

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Name: Brett Nangle
[REDACTED]

[REDACTED]

Redfern, NSW
2016

Content:
I object to the creation of the WestConnex St Peters Interchange

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Name: Karen Aldrich

[REDACTED]

[REDACTED]
[REDACTED]

Newtown, NSW
2042

Content:

The West Connex is a very short sighted, ill thought-out proposal, that will create far more problems than it solves. Having lived in the area for 8 years, the traffic in the vicinity of Newtown, Alexandria and St Peters has become dramatically worse over the past few years. Alexandria is already at a grid lock every afternoon. With King St being a main thoroughfare, the thought of pouring more traffic onto it at any time of day is an absolute joke. The suggestion of making it a clearway, almost as ridiculous, as it would cause a residential nightmare, with parking moving into the surrounding streets. The effect on businesses would be catastrophic. Sydney needs better connected, more efficient and effective public transport, not more roads. It's a simple, long term solution, that people would be happy to use if they could. The environmental impact of enabling cars use to be increased is also ridiculous. Have a rethink and come up with something workable

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[REDACTED]
[REDACTED]
[REDACTED]

Name: Matthew Dority

[REDACTED]

[REDACTED]

Erskineville, NSW
2043

Content:
Dear Sir/Madam

The plan, like many before it, will cater for the volume of current traffic. However, as past projects (domestically and abroad) have demonstrated, by the time such projects are completed they often do not cater for, or sustain, an increasing influx of cars to roads. In short, by the time it's build, it's obsolete. Encouraging people to drive to work is not the answer.

Planning needs to shift away from cars and invest more thoroughly in efficient RAIL (light or underground) to offer a more ecologically sustainable alternative to car travel. A culture shift needs to be implemented at government level, to create a sociological paradigm. This can be achieved with a little vision and persistence.

Facilitation of commuters is an issue. Car commuters (such as those proposed to be poured into the Erskineville area) will require not only parking but efficiency in road arteries to exit such a large commute point such as the St Peter's Interchange.

The pressure the St Peter's interchange places on on King St will require it to become a clear way. Decreased trade for King street will surely result in a decay in business, as shoppers will not be able to navigate the narrow pavements and it will meet a similar fate to much of Parramatta Rd.

Surely, as part of the planning process, revision of previous projects and areas of NSW have led to some realizations of the above points. Logically, one would conclude that a St Peter's interchange will DRASTICALLY affect the immediate AND surrounding areas. It will cause outrage, continued opposition and protest by hard-working professional people who love their suburb and Sydney Park. You are aware of the numerous issues, however there are alternatives. Please re-direct infrastructure projects towards Public Transport, as it is the ONLY way of the future.

Thankyou,

[REDACTED]
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Content:

I would like to oppose the WestConnex project. It has been poorly designed and will generate more problems than it is supposed to solved. The traffic in my area will go from already busy to insanely busy. Transport is supposed to make everyone's life easier, not more difficult. The air quality will be strongly impacted ; the local traffic will be exponentially increased by drivers not wishing to pay the tolls ; The noise will be unbearable ; the cost of the project is CLEARLY under estimated and has already started to increase by more than 60% as of today. This amount of money would be much better spent in good common transport infrastructures, something that Sydney MORE THAN EVER lacks.

I am convinced that, although Sydney needs a new transport plan, WestConnex is the worst one that could have emerged.

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[REDACTED]
[REDACTED]
[REDACTED]

Name: Margaret Wells

[REDACTED]

[REDACTED]
[REDACTED]

Glebe, NSW
2037

Content:

Stop WestConnex immediately.

It is poorly conceived and wasteful infrastructure influenced by the lobbying of the transport industry for their self interest and not for the benefit of the people of Sydney. The people who promote and implement these plans will be forever vilified. They have no vision. They are stuck in the past. They have no sense of innovation. Pollution, increased car accidents and traffic jams will result. Large parts of the suburbs will be demolished and it will all be a failure.

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[REDACTED]
[REDACTED]
[REDACTED]

Name: Helen Dunne

[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

Content:
Dear Sir/Madam,

Re : WestConnex St Peters Interchange

I object to the proposed WestConnex New M5 St Peters Interchange for the following reasons:

- 1 The enormous cost on the New M5 is unjustified and it would be better to spend the money on public transport to reduce the number of cars using the roads rather than encouraging even more cars onto our already crowded roads.
- 2 The extra traffic will worsen local air quality.
- 3 The character and viability of King Street Newtown will be threatened.
- 4 Any bottlenecks which occur now will simply be transferred to a different location, but not eliminated. Reducing the traffic by increasing public transport is the better solution.

The whole concept of WestConnect is misplaced by the assumption that more cars are better than more public transport which is illogical. During peak hours each car has an average of between one and two people. Public transport can cater for hundreds of people in each train, and with far less pollution.

For the above reasons would you please reconsider the proposal and not proceed with the WestConnex New M5 St Peters Interchange.

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PCU063249

129

44 GOWRIE ST
NEWTOWN 2042
11th DECEMBER 2015
95506095

DIRECTION INFRASTRUCTURE PROJECTS
PLANNING SERVICES

DEPARTMENT OF PLANNING & ENVIRONMENT

APPLICATION NUMBER SS16788

I WISH TO OPPOSE THE ST PETERS
INTRODUCTION OF THE WEST CORRIDOR
IT IS AN EXPENSIVE DISASTOR OR BAD
& HASTY PLANNING.
WE ARE NOT LOS ANGELES BUT
A HERITAGE LISTED OLD SUBURBS WITH
NARROW STREETS, NO PARKING & THE
OBVIOUS DEFECTS OF 1880 PLANNING.
TO THIS WITCHED MIX YOU ARE
ADDING A MONSTROUS & INEFFECTIVE
INTRODUCTION. IMPROVE PUBLIC
TRANSPORT.

STOP THE WEST CORRIDOR

BARBARA RITCHIE
Barbara Ritchie

Department of Planning
Received
14 DEC 2015
Scanning Room

NSW Department of Planning and Environment
23-33 Bridge St
Sydney
NSW 2000



RE: Westconnex EIS

Traffic modelling shows the WestConnex road project will not solve Sydney's traffic problems. We need to reduce car dependency. It isn't possible to provide enough road capacity to cater for the huge latent demand for car travel in a highly populated and fast growing city. Investing in urban road expansion to 'fix congestion' is essentially a huge waste, and should not be funded through either asset recycling or borrowing. We know that urban freeways give a negative return on investment – Sydney's Cross City Tunnel and Lane Cove Tunnel were based upon unsound economic reasoning. Any time savings and reductions in congestion will be short lived, because building urban freeways induces additional car travel demand: public transport users switch to car, off-peak travellers switch to peak, and people are encouraged to move further away from their workplaces. Urban freeways also adversely affect the quality of life and health of residents, as well as those who use them – they are subjected to stressful delays and exposed to high concentrations of air toxins.

The proposed toll road will encourage people onto already congested alternative routes. Traffic on Parramatta Road could increase by over 20 per cent as motorists attempt to avoid expensive tolls. Therefore the new M5 will not relieve congestion and traffic may continue to increase by up to 25 per cent on the M5 East – the preferred route to the airport, port and the city. By 2021, more than 31,000 vehicles a day will be dumped at the St Peters interchange located next to Sydney Park and could increase to exceed 55,000 vehicles by 2041. Traffic will probably end up on local roads and seriously impact on Ashmore and Green Square – Australia's largest urban renewal area – as well as King Street, Newtown.

Commuters travelling to the city centre from the western suburbs do so on overcrowded public transport and would appreciate improvements to public transport rather than another motorway. We are the only developed country in the world planning new motorways in the city centre. How can everyone else be so mistaken. The last motorway built in New York was in 1968.

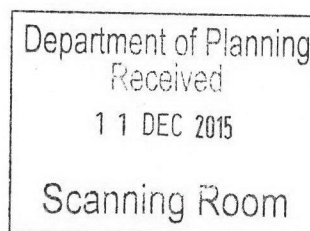
Please reconsider your proposed motorway plan and change to a new plan for public transport.

Regards

Bill Parker

13/ 16 Neild Avenue
Darlinghurst
NSW 2010

T : 02 9356 3161
M : 0420 303440
E : lynnbill@bigpond.com



RECEIVED

14 DEC 2015

SECRETARY

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

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:

- A lack of transparency and accountability in this massive tollway project for which the cost is currently escalating at the rate of \$2 billion a year.
- Billions of dollars of construction contracts being let before this EIS was even lodged.
- A failure to consider negative impacts of the whole project including costs to human health and biodiversity while relying on unproven unplanned positive benefits for the whole project.
- The enormous amounts of extra traffic that will be dumped by WestConnex into suburbs across inner, western and south-western Sydney. Even the Westconnex's own EIS shows that the project will increase traffic on local roads as people avoid expensive tolls.
- AECOM being paid \$13 million of public money 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 negative impact extra traffic will have on the thriving retail precinct of Newtown including King Street, leaving it open to be declared a clearway, and on the quality of life of residents living in or close to local roads such as Edgeware and Euston and Campbell.
- An inadequate air quality study that has similar flaws to the M4 EIS study that has already been criticised by the NSW EPA and Health Department; and the plan to build unfiltered ventilation stacks. Dangerous air pollution increases risks of cancer and respiratory illness.
- Westconnex's failure to assess correctly and handle responsibly the asbestos that is already impacting on communities in St Peters, Granville and Erskine Park. On this record, its contamination analysis and proposals for the New M5 should not be accepted at face value.
- A failure to consult genuinely with the community, including a complete failure to consult with businesses in Newtown, St Peters, Enmore and Alexandria.
- A failure seriously to analyse alternatives to WestConnex in this EIS, including public transport and other options that would be a better use of \$16.8 billion.
- A failure to seriously consider the long term impact of Westconnex on carbon emissions.
- Destruction of scores of hectares of parks, trees, gardens and other green spaces across the entire Westconnex project, including critically endangered fragments of bush near Wolli Creek valley.
- Years of construction impacts including dust and noise on communities including schools.
- The wholesale destruction of valued heritage building and precincts.
- The inadequate and unprofessional analysis of the threat posed by the New M5 to the endangered Green and Golden Bell Frogs at Kogarah Golf Club, which are unlikely to survive the tollway's construction and operation.
- The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines. This study should be immediately rejected by the Department of Planning as failing to meet basic requirements.
- Residents 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 monstrous St Peters Interchange from will slice off section of valuable parkland and pour traffic onto roads surrounding Sydney Park, a key regional park for Inner West residents.

I expect you to publish this submission alongside my name and suburb in accordance with the undertaking published on the Planning Department website

Name: Robin Pitts Email: Suburb: ALEXANDRIA Postcode: 2015

7th December 2015



PCU063118

Director, Infrastructure Projects Planning Services
NSW Department of Planning and Environment SSI 6788
GPO Box 39
Sydney NSW 2001

Department of Planning
Received
8 DEC 2015
Scanning Room

Dear Director

Re: SSI 6788 Westconnex – Euston Road, Alexandria intersection widening

I wish to object to the proposed Westconnex St Peters interchange. I am astounded at the Westconnex plan to widen Euston Road to seven lanes at the intersection of Sydney Park Road.

Myself, my husband and my two small children are resident/owners of 1/125 Euston Rd, Alexandria. We are ground floor residents. All our bedroom windows are at street level facing the round about intersecting Sydney Park Road. The proposed road will be an arms length (less than one metre) from our bedroom windows.

The major reasons for my objection are:

1. We will literally have 7 lanes of traffic at our front door and windows with virtually no 'buffer' zone between us and the widened road. How can we live a normal existence with this amount of traffic, associated noise and pollution?
2. Our building was NOT designed, nor built to cope with the level of noise or high volume of traffic coming past our front door and windows 24 hours a day, 7 days a week. Westconnex has NOT proposed a suitable distance/buffer between the building and the road/traffic.
3. How is it safe, or even legal to propose traffic so close to a residential building? What happens if a vehicle collides outside our window? Where is the safety margin between the traffic and our windows? Would you put your 3 year old and 5 year old to bed at night knowing a vehicle accident could impact their walls and windows throughout the night?
4. The extra traffic that is proposed will increase pollution levels substantially. Both noise pollution and exhaust pollution pose a danger to my family. The road will carry a high volume of traffic and massively increased levels of exhaust emissions. How could we even consider opening our windows for fresh air?

I have attached photos of how close this major 7 lane road will be from our bedroom windows and front door. The pavements, grass, plants and trees you see in the

photos will removed and NO longer exist. We will literally have nothing but 7 lanes flush up to our windows and front door.

I would like to invite you to our home to personally see the negative impact the proposed Westconnex will have on our life, safety and well-being.

I look forward to your response and welcoming you into my home.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Muna Zarka', with a stylized, cursive script.

Muna Zarka

Address: 1/125 Euston Rd, Alexandria NSW 2015
Email: munazarka@yahoo.com.au
Mobile: 0421 640 701









[REDACTED]

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[REDACTED]
 [REDACTED]
 [REDACTED]

Name: denis norton

[REDACTED]

[REDACTED]

4/110 wellington st waterloo , NSW
 2017

Content:

I am certainly not in favour of the proposed West Connex freeway & its proposed M5 St. Peter's Interchange for the following reasons:

1. As a resident of Waterloo I am progressively astounded by the increased road traffic around my area as apartment blocks take the place of previous light industries. Even before the Green Square area is populated my travelling times to nearby suburbs, e.g. Newtown or Kingsford have doubled or more. The resulting congestion will only increase with more traffic dispersing from M5 journeys once it's completed.
2. The comparatively expensive tolls for the M5 will result in motorists avoiding the toll and using residential streets. Local traffic congestion will increase, tempers will fray, along with worsening air quality in previously quiet, healthy areas.
3. The State Government should focus on improving public transport options which would encourage residents, etc to leave their vehicles at strategic public parking areas or at their homes & encouraging business to use rail for freight.
4. Also concerning is the increasing cost of this freeway. Initially, I read \$10 billion while recent suggestions are \$16 billion+ and much of the physical work has yet to begin.
5. The negative public response to these factors will inevitably result in voters reacting with their feet & walking into a tolling booth considering Labour or the Greens as a more logical solution. The result would be the current Liberal government out as it did not consult appropriately with their electorate.

Thank you.

[REDACTED]
 [REDACTED]

[REDACTED]
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[REDACTED]
 [REDACTED]

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[REDACTED]

■

From: Ben Sensicle [REDACTED]
Sent: Monday, 14 December 2015 12:52 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
 Planning Services
 NSW Department of Planning and Environment
 Application Number SSI 6788

Dear Director,

I fundamentally object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

The released EIS showing a massive influx of traffic in to areas such as Alexandria, St Peters and Erskineville. The EIS specifically names Euston road. This area, in it's current state is already not fit for purpose (i.e. can not handle the existing traffic load), as I know from first hand experience, wasting the better part of an hour to travel approximately 2 km's in this area.

I understand "capacity improvement" work is included as part of the project, but I can tell you the capacity improvement is needed for current load, let alone the massive increases you predict.

Furthermore, the City of Sydney has invested millions of dollars, and much time in area improvements to places such as Sydney Park and surrounding areas. This has all been completed on the back of extensive community consultation, and is completed to much community appreciation. Dumping your massive planned interchange will instantly destroy this part of Sydney through increased traffic, and degradation of the look and feel of the area.

I also believe that all of the "pros" for the project put forward in terms of job making etc all null and void, because the money could easily be spent on public transport projects. Which is what the people want anyway.

I would like the following issues in the EIS addressed:

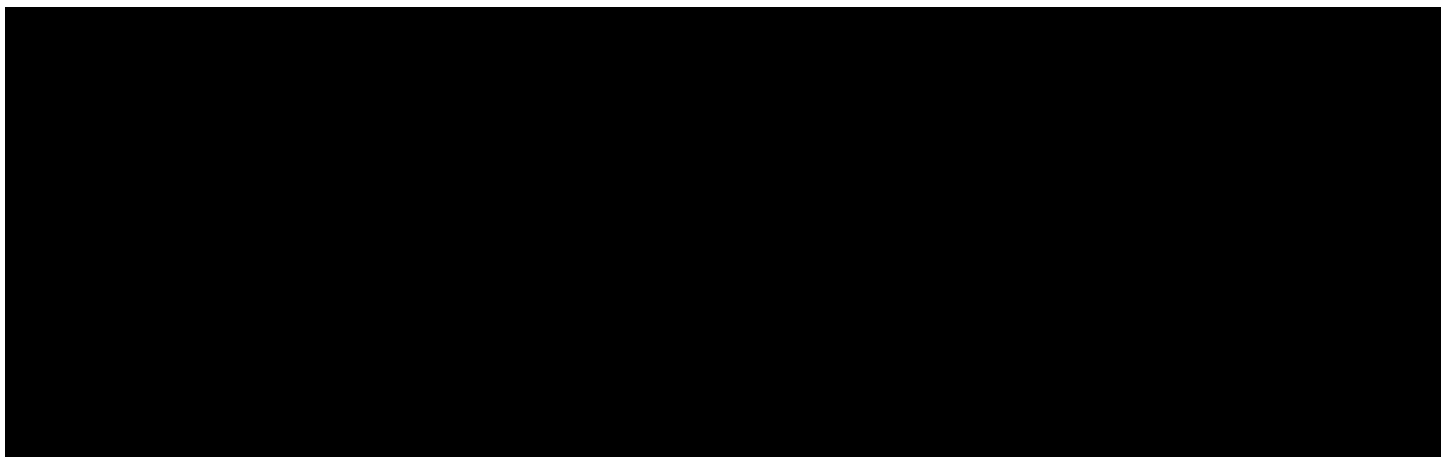
- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Thank you.

Yours sincerely,

Ben Sensicle

Sydney NSW 2043, Australia



For the attention of the General Manager / Planning Manager / Planning Department

Application SSI 14_6788

Address M5 East Motorway between King Georges Road, Beverly Hills and St Peters, , NSW

Description M5 East - New multi lane twin motorway tunnels between the M5 East Motorway (east of King Georges Road, Beverly Hills and Bexley Road, Bexley) and St Peters, and a new road interchange and upgrade of local roads at St Peters to connect to Campbell Road and Euston Road, St Peters and Gardeners Road, Mascot.

Name of commenter Andrew Hodgson

Address of commenter [REDACTED] Alexandria

Email of commenter [REDACTED]

Comment

I strongly object to the new M5. It will not achieve its stated aims. It has not been compared against public and active transport solutions that will better serve the public. I object to this proposal as there has been little consideration of the public desire for more public transport options and less large roadworks. The inner west is becoming more densely populated with many new high rise developments. Where there are no transport options, this leads to increased car usage.

NSW Department of Planning Major Project Assessments should look at cities that have neglected public transport and focused on car based options (LA, Manila) and failed. They should also look at cities that have embraced public transport and improved the life of the residents.

This comment was submitted via PlanningAlerts, a free service run by [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)



From: Janette McSwiney [REDACTED]
Sent: Friday, 11 December 2015 5:37 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

I object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

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

Spending \$17bn of taxpayer money on an infrastructure project that is not part of an integrated transit policy is just plain irresponsible.

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

The impact of the WestConnex is such that it isn't just cars and private traffic which will experience ongoing gridlock, the EIS also shows that this project will severely hamper bus services, increasing travel time by over 20% in some instances. For those people who lessen the overall traffic burden by utilising public transport, this project is a punishing concern.

The WestConnex will result in the clearing of countless homes, and will severely affect parts of the community, destroying the amenity of residents in places like Euston Road.

The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from

the St Peters interchange into the suburbs of Mascot, Eastlakes, Kensington, Kingsford, Erskineville and Alexandria, not to mention other areas, such as to the inner city or to the east.

I would like the following issues in the EIS addressed:

- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Janette McSwiney

Sydney NSW 2042, Australia

From: sergey varlamov [REDACTED]
Sent: Tuesday, 15 December 2015 10:20 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

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- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Beside all the above, it is an outrageous waste of billions of public money which will never be repaid by WestConnex operation.

Yours sincerely,

sergey varlamov

Sydney NSW 2044, Australia

From: Darren Miller [REDACTED]
Sent: Tuesday, 15 December 2015 11:46 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 6788

Dear Director,

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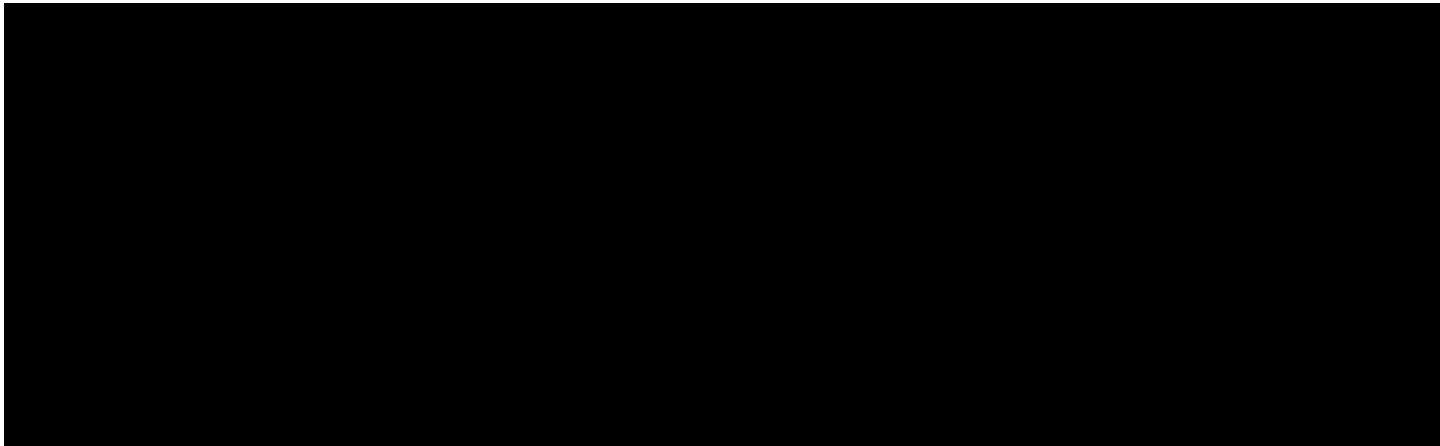
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- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Darren Miller

Sydney NSW 2205, Australia



[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Name: Gavin McConnell

[REDACTED]

[REDACTED]
[REDACTED]

Ersineville, NSW
2043

Content:

To Whom it may Concern,

I am writing to express my strong opposition to the WesConnex road project.

My objections are as follows;

- The road will result in a concentration of traffic congestion in the vicinity of St Peters with no coherent strategy to disperse the traffic effectively.
- The decision to construct a road tunnel is contrary to 50 years of transport experience from around the globe. The tunnel will create demand for vehicle movements when there is no compatible infrastructure to handle the volumes of traffic.
- The decision to build the project takes vital resources from public transport and most importantly removes resources from being directed to the outer suburban areas where practical and proven social, employment and transport solutions are desperately required.
- The lowering of air quality standards for the project puts at risk the health of millions of people who have no recourse to maintain their health in the circumstances.
- The project will destroy the fabric and integrity of a number of established & well functioning communities such as Newtown, Erskineville as well as newer communities being re-developed in Alexandria and Redfern.
- The empty promises of some sort of later stage tunnel to the north cannot be given any credence based on the NSW State Govt's track record of big promises.

The proposal makes no effort to integrate (meaningfully) various transport modes such as cycle, pedestrian rail or even bus. This myopic approach can only be described as negligent.

- no effective argument has been made regarding the destination and travel patterns of the supposed users of the tunnel and what they will do with their vehicle once they get to their destination.
- the project has not adequately considered alternative transport solutions.
- The lack of transparency in the decision making process raises strong questions of probity and commercial benefit over public benefit. The project exemplifies the corrupt nature of State politics in NSW and the cronyism inherent in infrastructure projects especially.

Yours

[REDACTED]
[REDACTED]

[REDACTED]
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[REDACTED]

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[REDACTED]

Content:
I object to this proposal because:

- 1) The New M5 will have devastating impacts on our local communities and local amenities.
- 2) Exhaust stacks will impact the air for surrounding suburbs.
- 3) WestConnex and the New M5 won't solve Sydney's traffic congestion at all, only move the problem somewhere else.
- 4) Light rail should be extended to Newtown.
- 5) The WestConnex project including the New M5 lacks transparency and accountability.
- 6) The WestConnex project comes with no real evaluation of alternative options such as extending public transport.

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[REDACTED]
 [REDACTED]
 [REDACTED]

Name: tom evans

[REDACTED]

[REDACTED]
 [REDACTED]

newtown, NSW
 2042

Content:

STOP WESTCONNEX from going ahead please. Why are we building this monstrosity? It will be clogged full of cars within 2-3 years and cause gridlock, pollution and noise more. Why not put the money into public transport ('park and ride' schemes like in the UK--why don't we have those here??? new trains, longer bendy buses, double decker buses?? more govt sponsored work from home initiatives (to stop people coming into the city), or a congestion tax, or stop 1 person in a car and promote car sharing. THE SOLUTION IS NOT BUILDING MORE ROADS---it is in reducing congestion and INVESTING IN public transport.

[REDACTED]
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[REDACTED]
[REDACTED]

Content:

I object this westconnex plan due to its potential environment impact to my residencial area such as air quality, traffic congestion by those try to avoid the new tolls by rat running through surrounding residential streets and also potential negative impact on the local neighbourhood character.

I also do not like the idea that this plan is reducing area of Sydney Park.

[REDACTED]
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Content:

I urge City of Sydney to reconsider the West Conner St Peters Interchange. The environmental impact alone should give pause for thought. The irony of its placement, next to one of Sydney's most beloved parks, Sydney Park, cannot be lost on the NSW Planning Dept. Consider instead the benefits of building out the public transport network: a potentially cleaner and more effective solution than encouraging the influx of 50,000 additional vehicles to an overcrowded and underfunded city centre. Please, as a resident of Redfern but a citizen of Sydney... I implore you. Don't do this to our astonishing city.

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[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Name: Jacqui Cowell
[REDACTED]

[REDACTED]
[REDACTED]

Alexandria, NSW
2015

Content:
I object to the Westconnex proposal. We do not need a multiple lane highway near Sydney Park and King Street. This will our traffic into streets and suburbs already congested including King Street Newtown and Mitchell Road Alexandria. The air quality will also worsen. These suburbs have a village and community feel which will be ruined by this development. The government should be putting money into improving public transport options. We would benefit from a light rail coming through St Peter, Alexandria and into the city. As the inner west and inner city become more populated we need better public transport options, not more highways. This will only encourage people to drive, not to get public transport. As someone who has lived in this areas for 20 years I think this proposal is short sighted and would ruin the nature of these suburbs and parks for the community.

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