

Name: Andrew Fraser

Address:

Neutral Bay Junction, NSW
2089

Content:

To the Director, Major Planning Assessments, Department of Planning

I write to express my strong objection to the WestConnex New M5 motorway proposal.

Global experience of major toll road construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and encourage more car use, quickly filling the increased road capacity. It is not a long-term solution to Sydney's congestion problem.

The fact that the State Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal because:

- 1) The New M5 will have devastating impacts on our local communities and local amenities.
- 2) The New M5 will be a massive contributor to greenhouse gas emissions, while destroying important habitat and greenspace.
- 3) WestConnex and the New M5 is a financial black hole that won't solve Sydney's traffic congestion.
- 4) The WestConnex project including the New M5 lacks transparency and accountability.
- 5) The WestConnex project comes with no real evaluation of alternative options such as world class public transport.

BUT MOST OF ALL BECAUSE I AM CONCERNED ABOUT THE LEVEL OF PM10 POLLUTION FROM THE INCREASED VOLUME OF HEAVY VEHICLE TRAFFIC AS A CONSEQUENCE OF WESTCONNEX THAT WILL BE GENERATED IN THE INNER SUBURBS OF SYDNEY. MY INTEREST IS THAT OF A PERSON WHO LIVES CLOSE TO A MAJOR ARTERIAL ROAD WHO SUFFERS FROM CHRONIC BRONCHITIS THAT I BELIEVE ORIGINATES FROM PM 10 POLLUTION

I agree that I have not donated more than \$1000 to any political party, elected member, group or candidate within this financial year.

I agree to the NSW Planning Department publishing my submission on their website, including any personal details it contains.

Yours sincerely
Andrew Fraser
Neutral Bay Junction

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
I object to the M5 East WestConnex new M5 development.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Vincent Lim

[REDACTED]

Address:

[REDACTED]

Erskineville, NSW
2043

Content:

I strongly object to the construction of WestConnex as this will bring thousands of additional motor vehicles to areas around Erskineville where new apartment developments in the pipeline will already be causing significant traffic congestion to the Alexandria and Erskineville area. I strongly believe that any potential benefits that may be derived from WestConnex will be outweighed by even greater environmental, health and social costs. The capital expenditure should be invested in more environmentally friendly public transport solutions. We do not want more and more freeways and congested roads to rule our lives.

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[REDACTED]

Content:

I am writing to express my objection to the WestConnex St Peters interchange.

As proposed, the interchange will enormously increase the number of vehicles onto already congested roads such as Euston Rd, King St.

The interchange will severely compromise the amenity, air quality and functionality of Sydney Park. This is a vital regional recreational area for residents in Erskineville, St Peters, Newtown and Alexandria, and the anticipated increase in traffic volume will greatly affect the park. The proposed construction compound on the south side of Sydney Park will encroach on areas which are currently open recreational space . The increased flow of traffic is also of concern to cyclists, families and pedestrians who use the park and its adjacent streets.

The WestConnex business case admits that many drivers will avoid toll charges by rat running through the narrow back streets of nearby St Peters, Newtown, Alexandria and St Peters and this extra traffic will compromise the pedestrian safety of residents and greatly worsen air quality.

With a 5 billion dollar price tag, money from the proposed New M5 could be used to fund huge investment in public transport. This would greatly improve productivity in the area, reduce air pollution, and maintain the integrity and amenity of green spaces such as Sydney Park

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

Name: Stephanie Bauche

[REDACTED]

Address:

[REDACTED]

Waterloo, NSW
2017

Content:

More cars??? We need more public transport, no more cars in an already too busy area. Please think about the people living around and think public transport rather than just coming up with always the same solutions: more roads. It won't work in the long term and I am sure you know it.

Open your mind to new solutions... People are sick of cars, whether they do not have one or do have one and sit in their cars hours every day.

Sick of noise and pollution cars bring around as well!

Think new guys! Open your mind to new solutions and cut your ties with car lobbies!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Phillip Belling

Address:

Surry Hills, NSW
2010

Content:

The proposed M5 St Peters Interchange is a shameful policy proposal that will be both an economic and an environmental burden for NSW citizens for a generation.

The proposed investment is bad policy. It will not solve transport problems. It will contribute to them. As has been demonstrated repeatedly in Sydney and around the world, the new infrastructure will actually increase traffic flow. The State Government decision is therefore a shameful waste of taxes, serving only to enrich corporations and their lackeys without providing a sustainable transport solution to citizens.

Not only will the proposed Interchange actually create more the problems it is purportedly intended to solve, it will be environmental catastrophe for citizens in the inner city. This generation will live with the environmental and health burden and a future generation will also live with the associated economic burdens.

Do not make this unnecessary and wrong-headed investment. Our taxes should be devoted to supporting truly equitable and sustainable solutions. Your target as policy leaders should be to find ways to make the current investment in roads more than adequate for future needs. This will mean new approaches to where employment happens, to where services are delivered, to how people travel in the city, and to how goods are transported.

These are massive challenges, but building the M5 St Peters Interchange will not bring one iota of solution to these problems. Instead it will contribute to and compound them.

Do not use my taxes in this shameful way.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Nicholas Turner
[REDACTED]

Address:
[REDACTED]

Surry Hills, NSW
2010

Content:
I am strongly opposed to the planned M5 St Peters interchange. It will be a disaster for the inner-west. It will dump thousands of additional vehicles onto already congested local roads, clogging local streets and worsening local air quality. The tangle of flyovers right next to Sydney Park will severely detract from the amenity of the park. Build more roads and you encourage more people to drive their cars. The money allocated to the interchange should be diverted to improving public transport.

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

Name: Mark Ryan

[REDACTED]

Address:

[REDACTED]

Ersineville, NSW
2043

Content:

Please do not destroy our historical area of Sydney with this excessive overdevelopment in St. Peter's. This will ruin one of our limited green spaces in Sydney park which is one of our few green spaces in an increasingly developed suburb. Please put the money into public transport rather than more useless roads. After the Paris climate talks ,it must be obvious that we need to use and build roads less not more.

Please don't destroy the history of Sydney.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Oliver Ryan
[REDACTED]

Address:
[REDACTED]

Erskineville, NSW
2043

Content:
Please do not destroy the history and integrity of the inner west. This obscene interchange at St Peters will ruin our suburbs. We are already fighting for space with the many new apartments in the area. I do not object to the new residences but I do object to the lack of public transport solutions and extraordinary number of additional vehicles that will pile into our already crowded narrow streets.

[REDACTED]

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Content:

I oppose the proposed WestConnex on a two major grounds.

1. Sydney Park, one of the few large green spaces in the City of Sydney will surrounded by high-volume roads, ultimately decreasing the size of the park and reducing air quality.
2. The final stage of WestConnex is unfunded. There is a real possibility with governmental change/lack of foresight that the Interchange will dump cars into the surrounding suburbs with no further action to reduce congestion in the already crowded inner city suburbs.

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Marian Kljakovic

[REDACTED]

Address:

[REDACTED]

Newtown, NSW
2042

Content:

I wish to oppose the proposal, and in particular the fact that traffic will be channelled into King Street, which can barely cope with existing traffic flows.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Graeme Storer

Address:

erskineville, NSW
2043

Content:

This secretive public work will wreck the character of surrounding suburbs. The money would be better spent on public transport getting bogans and breeders addicted to cars off roads resulting a better environment. I have not seen any accurate or properly disclosed information on this abysmal project to date, just the usual 'progress is good' smokescreen by a redundant State government.

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[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Elizabeth Weiss

[REDACTED]

Address:

[REDACTED]

Newtown, NSW
2042

Content:
Dear Sir/Madam

I am writing to strenuously object to the proposed St Peters Interchange for Westconnex. We should be embarrassed to be pursuing a 1950s planning solution to our transport problems in 2015.

- The streets around St Peters, Newtown, Erskineville and Alexandria are already struggling to cope: dumping more cars into this area is no good for the new traffic, nor for existing road users.

- King Street is one of the rare urban gems of Australia. What next? Will the NSW Dept of Planning insist on removing on-street parking to turn it into an ugly highway like Rockdale? There goes the neighbourhood.

- Even the Westconnex business case admits that drivers will try to avoid tolls by using nearby streets as a rat run.

- Sydney's inner west is already densely populated and suffering from air pollution. Bringing more cars into the area will only damage the health of more and more people.

- It's clear the NSW Dept of Planning is struggling to manage this project efficiently: the secrecy about the project was for a good reason, and it's already suffering a significant cost overrun. We can only imagine there'll be more of these as time goes on.

With climate change already bringing us year after year of record hot weather, it's a retrograde step to be investing in roads. Instead let's invest in a transport solution that will really serve us well into the future. That's rail, in case you're wondering.

Yours sincerely
Elizabeth Weiss

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Colin Sharp

Address:

Darlington, NSW
2008

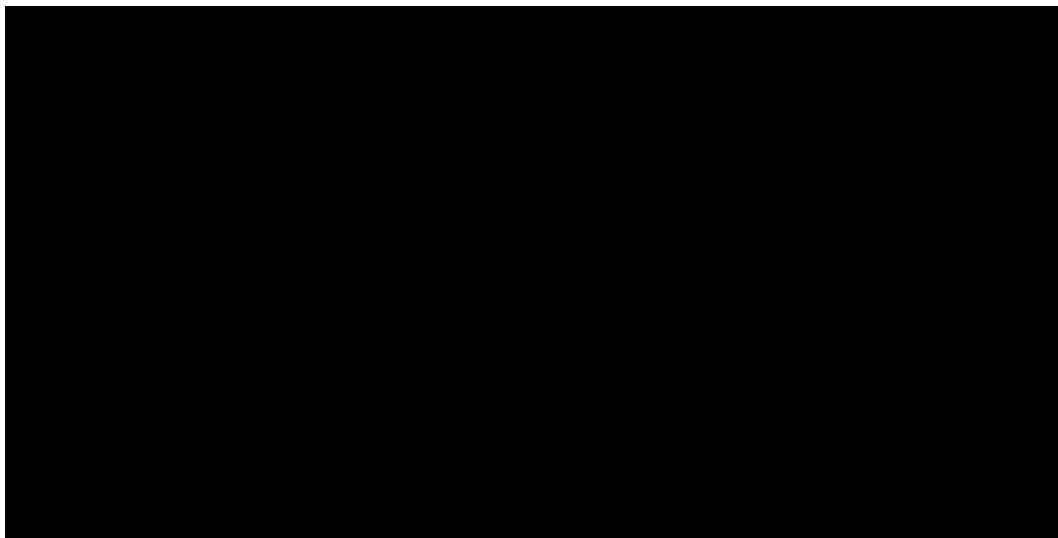
Content:
Attention: Director Infrastructure Projects

I am writing to object to the new M5 St Peters and WestConnex Interchange, for the following reasons:-

1. No more motorways should be built - more public transport options should be built instead of motorways. You should be encouraging people to use public transport rather than driving in their cars everywhere. The money spent on these new roadworks should be put into public transport.
2. High Volume of Traffic - by building the interchange thousands of additional vehicles will be forced to drive into many inner city suburbs and some of the local roads will become highways. These types of roads do not belong in built up areas and the residents should not have to put up with these changes to their local roads.
3. Traffic congestion on Local roads- the traffic coming from this interchange will then drive through many narrow local streets of suburbs surrounding the interchange. This heavy and high volume of traffic will cause much congestion on these local streets and choke these suburbs.
4. Danger on Local roads- these high volumes of traffic on the local streets will make it much more dangerous for pedestrians crossing in the village shopping centres and near schools. Accidents are much more likely to occur. Pedestrian safety will be put at risk.
5. Loss of open Space - the loss of the south side of Sydney Park is not acceptable. This is used by many people in an area where there is already little open space for the growing population.
6. Environment and air quality - The many very old inner city suburbs are filled with old buildings which will not sustain this high volume of heavy traffic. The noise from this high volume of traffic, along with the worsening air quality, will have a devastating impact on local residents.
7. King St Newtown - one of the most inclusive and diverse streets in Sydney will be impacted enormously in many ways. Local businesses will be forced to close; tourists coming into the area will be halted and parking will be gone.
8. The future - Building more roads like this is only taking our nation backwards. The only way forward is to build more public transport for all the people. Building roads and freeways in our cities is just for some of the people. These roads are being built, in the main, for people who use them to pass through the affected areas. People living in the affected areas derive no benefit at all from these roads, they merely suffer the negative consequences outlined above.

I strongly object to this application. It is unfair, unecological and should not be allowed to proceed.

Colin Sharp.



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: john hutchinson

Address:

waterloo, NSW
2017

Content:

The Westconnex plan fails to properly take into account the impact of increased traffic generation in the south sydney suburbs. Suburbs such as Waterloo and Alexandria are already suffering increased volumes of traffic as a result of developments like Green Sq.

The investment in Westconnex could be better used in developing reliable public transport, which would make the affected suburbs more liveable rather than less liveable.

The destruction of trees on the east side of Sydney Park and the diminution of the amenity of one of the key green spaces in the area is unimaginably shocking and ill considered.

[REDACTED]

Name: Mary McCue

Address:

Darlington, NSW
2008

Content:

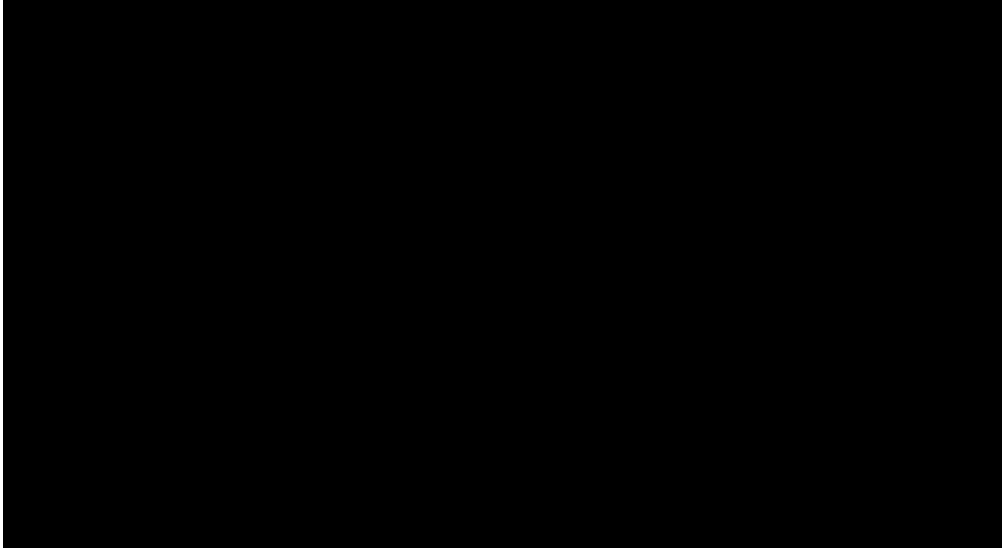
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4. Danger on Local roads- these high volumes of traffic on the local streets will make it much more dangerous for pedestrians crossing in the village shopping centres and near schools. Accidents are much more likely to occur. Pedestrian safety will be put at risk.
5. Loss of open Space - the loss of the south side of Sydney Park is not acceptable. This is used by many people in an area where there is already little open space for the growing population.
6. Environment and air quality - The many very old inner city suburbs are filled with old buildings which will not sustain this high volume of heavy traffic. The noise from this high volume of traffic, along with the worsening air quality, will have a devastating impact on local residents.
7. King St Newtown - one of the most inclusive and diverse streets in Sydney will be impacted enormously in many ways. Local businesses will be forced to close; tourists coming into the area will be halted and parking will be gone.
8. The future - Building more roads like this is only taking our nation backwards. The only way forward is to build more public transport for all the people. Building roads and freeways in our cities is just for some of the people. These roads are being built, in the main, for people who use them to pass through the affected areas. People living in the affected areas derive no benefit at all from these roads, they merely suffer the negative consequences outlined above.

I trust that you will take my objections into consideration when making your assessment of this application.

Mary Ellen McCue.



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Geoffrey Searle
[REDACTED]

Address:
[REDACTED]

Alexandria, NSW
2015

Content:
Please see attached submission.

[REDACTED]

Dear Sir,

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

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

Yours Sincerely,
Geoffrey Searle

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Tony Russo
[REDACTED]

Address:
[REDACTED]

Paddington, NSW
2021

Content:
I object to the building of west conext . The project especially the St Peters interchange will have an adverse impact on the local residential streets surrounding king street.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Alan Milligan

[REDACTED]

Address:

[REDACTED]

Redfern, NSW
2016

Content:
Having lived in a number of successful cities globally, investing in road infrastructure instead of public transport infrastructure simply doesn't scale.

As a regular cyclist in and around this area, it is inconceivable that these streets can disperse an order of magnitude greater traffic.

This investment would be properly spent on coordinated public transport infrastructure.

[REDACTED]

Name: Janet Kossy

Address:

Newtown, NSW
2042

Content:

Submission: WestConnex New M5 Environmental Impact Statement (SSI 14_6788)

To the Director, Major Planning Assessments, Department of Planning

I write to express my strong objection to the WestConnex New M5 motorway proposal.

I have lived in Sydney for 40 years. It is my beloved adopted home. State and Federal governments set to ram ahead WestConnex, against all sense, look like wrecking a lot of what's good about the city and at the same time betraying our future in a number of serious but less obvious ways.

The cost for a toll road--going toward 17 billion dollars--at a crucial time for governments around the world to do everything possible to reduce carbon emissions--will force Sydney transportation in exactly the wrong direction. It will inevitably encourage ever more private vehicles onto the roads, putting more CO2 into the atmosphere. It will also irreversibly affect the amenity of the Inner West, this part of Sydney which is so important to the cultural life of the city, and which is also where I live. It will cut off better, less expensive, less disruptive and less polluting options, and it won't even solve our freight and private transport problems!

Urban life

The construction of the new M5 will push King St Newtown and vicinity over the edge into a gridlocked horror, with clearways to follow, where nobody will want to linger and enjoy the street life. Good-bye to my neighbourhood, one of the most treasured cultural areas in the city. Joining of the M4 and M5 may or may not happen as planned in 2023, but in the meantime, we'll have lost the irreplaceable character of Newtown.

After over 30 years of work, Sydney Park is now finally a wonderful, much used and appreciated green space. It has wetland habitat, breeding waterbirds, sustainable self-contained water use and great facilities for children. It provides the opportunity for those of us who live in this densely populated inner city area to breathe, stretch our legs, and enjoy an outdoor environment. The park, too, is set to be degraded with pollution, access problems and loss of land--in order to build this horrible toll road we don't need.

Global warming

Going ahead with WestConnex will be a huge contributor to greenhouse gas emissions and global warming. Like all new roads, it will encourage greater use of private cars, leading to increased fuel consumption and air pollution throughout Sydney. If we care about meeting our environmental responsibilities, and saving the world from the worst case scenario of several degrees average temperature increase, with all that means for our children's and grandchildren's lives, how can such a road project even be contemplated in the 21st century?

In addition, the commitment to the immense cost of this road expansion is the determined decision NOT to commit effort and funds to zero-emissions transport solutions. We are at a crucial time in history where every choice of this sort adds to the dangerous burden of CO2 in the atmosphere. Early effects are already evident, but beyond a tipping point in the coming decades, increasing weather problems and sea level rises will lead to unprecedented, but to some extent predictable, catastrophic consequences for current and coming generations of people and habitat around the world. It is certainly a time when a 17 billion dollar transport

project can be designed to be part of the solution or--as with WestConnex--it will be a very significant part of the problem.

Cost

WestConnex is the most expensive transport infrastructure project in NSW-- an outrageous waste of money that won't even solve our transport problems. Some of the billions it will cost would be so much better spent on public transport and sustainable freight options to serve Port Botany and Sydney Airport. With investment in this outdated infrastructure, the politicians who approve it are committing Sydney to car dependency and privatised toll roads for decades to come while sucking funds from public transport developments.

Approval and management

The lack of transparency has been unacceptable, and smacks of government corruption. Management by the newly created private corporation, the Sydney Motorway Corporation, will further obscure a process which should be openly available to the public. The fact that the NSW Minister for Roads, Maritime and Freight and the NSW Treasurer hold shares in this corporation is an obvious and outrageous conflict of interest.

Alternative transport solutions

The EIS should evaluate the environmental and public amenity costs and benefits of the New M5 proposal relative to the alternatives. Then WestConnex should only go ahead if it wins out over all alternatives, considering global and local environmental issues, as well as cost and efficacy. However this is not what the EIS does.

Instead it is built on baseless assertions:

Public transport is best suited to serving concentrated, high volume flows of people to and from established centres. It is less suited to serving dispersed cross-city or local trips. Even with significant investment and high levels of patronage growth forecasts for Sydney's public transport network, 72 per cent of journeys in 2031 will be made on the road network each weekday by vehicle, equal to an additional 4.3 million new trips compared to current traffic movements (Infrastructure NSW, 2014).

There is no analysis of the framework used in the source study - did it factor in significant improvements in Sydney's public transport and freight infrastructure in the next 16 years? Were new work patterns such as local business hubs taken into account or the anticipated employment figures for the 2nd airport at Badgery's Creek? And why are no independent studies sourced? Why is public transport less suited to serving cross city or local trips?

The analysis of alternatives is inadequate. It does not show that public and active transport and rail freight options are not a feasible option to the New M5 road toll project. It says, The key customer markets identified for the project include highly dispersed and long distance passenger movements, as well as heavy and light freight and commercial services and businesses whose travel patterns are also highly dispersed and diverse in nature. These customers have highly varied requirements when it comes to the transfer of goods and services. These requirements include the transport of containerised freight by rigid and articulated trucks, light trucks, vans, utility vehicles and cars. But it does not consider reduction of commuter traffic on existing roads given improved public transport and active transport options. It does not examine in this case if the increased capacity on the existing road infrastructure would support the transport of goods and services that are not accommodated by increased rail freight services.

When specifying the 'key customer markets' as 'highly dispersed and long distance passenger movements' the EIS implies that this market requires privatised vehicle road transport with no supporting evidence to back up this claim. In fact to the contrary, long distance passenger movements are highly suited to rail transport options. The claim that movements on this corridor are 'long distance' are also questionable given that the complete WestConnex project is 33 kms and many motorists will not use the entire tollroad.

It further claims that heavy and light freight and commercial services have travel patterns that are 'highly dispersed and diverse in nature' and therefore require road transport infrastructure. However, claiming that travel requirements are dispersed and diverse does not necessarily preclude the development of public transport and freight systems that can accommodate such requirements - these requirements are the same for any sizable city and international best practice shows that there are sustainable solutions to these transport challenges which do not rely on privatised road transport.

Conclusion

Perhaps WestConnex would have seemed like a good idea in the mid 20th Century, when few people were aware of the global consequences of increasing CO2 emissions, and when the cultural life and heritage value of the Inner West were not so strong or apparent. With what any informed citizen knows today, it can only be seen as a self-interested, extravagant and destructive political project that will not solve our transport problems. If WestConnex, including the New M5, goes ahead, it will be an outrageous insult to current and future generations of Sydney residents and taxpayers.

Global experience of major toll road construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and encourage more car use, quickly filling the increased road capacity. It is not a long-term solution to Sydney's congestion problem.

The fact that the State Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

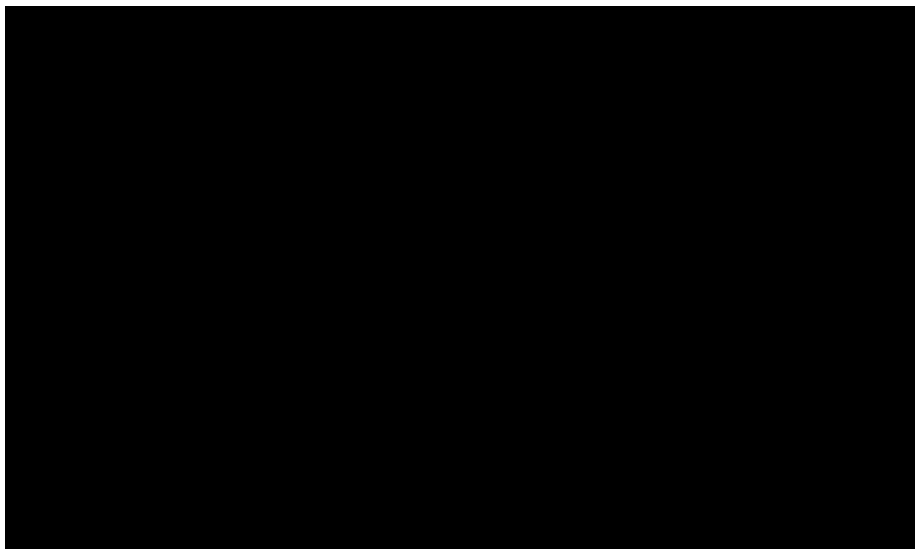
I object to this proposal because:

- 1) The New M5 will have devastating impacts on our local communities and local amenities.

- 2) The New M5 will be a massive contributor to greenhouse gas emissions, while destroying important habitat and greenspace.
- 3) WestConnex and the New M5 is a financial black hole that won't solve Sydney's traffic congestion.
- 4) The WestConnex project including the New M5 lacks transparency and accountability.
- 5) The WestConnex project comes with no real evaluation of alternative options such as world class public transport.

I agree that I have not donated more than \$1000 to any political party, elected member, group or candidate within this financial year.

I agree to the NSW Planning Department publishing my submission on their website, including any personal details it contains.



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
After reviewing all the planning submissions for the West Connex I feel it will be of little benefit to the communities directly effected. It will instead cause congestion in 6 new suburbs, increase traffic in residential neighbourhoods and near 5 primary schools and popular play ground/parks currently frequented by residences and their children and pets. It is a proven fact that traffic on major bypass project like the M5 West Connex St Peters Exchange increases traffic on the surrounding residential streets and leads to congestion in surrounding neighbourhoods. It will cut access to well established and very popular parks along the route. Sydney Park has a wetlands area which will be negatively impacted by the new exchange. It will inhibit access by and usage by the very birds and people it has been expensively and lovingly constructed over the past few years for.

I am absolutely against any implementation of any part of the West Connex project.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Latoya Griffin

[REDACTED]

Address:

[REDACTED]

Redfern, NSW
2016

Content:

To the Director Infrastructure Projects Planning Services

As a civil and environmental engineering student and a resident of Redfern I wish to submit my strong objection to the Westconnex development.

My main reasons are as below;

- The St Peters Interchange will increase pressure on an already congested King Street, which is for high cultural value
- The St Peter Interchange requires the removal of mature trees
- The St Peter Interchange will increase traffic volumes on Euston Road that runs next to Sydney Park, therefore decreasing amenity to the area
- Higher volumes of traffic travelling on a motorway causes a decrease in air quality

I believe that the environmental harm caused by this development will be catastrophic. I believe that these funds would be much better spent on encouraging active and public transport especially through the installation of more dedicated bike lanes.

Yours faithfully
Latoya Griffin

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I write to express my strong objection to the WestConnex M4 East motorway proposal.

In particular, I object to the proposed road interchange at St Peters to connect to Campbell Road and Euston Road, St Peters and Gardeners Road, Mascot.

I object to this proposal as it:

- * Fails to provide a long term solution to traffic and congestion which is already a huge problem on King Street.
- * Robs the limited NSW budget of funds to invest in much needed public transport.
- * Will direct additional traffic into already heavily congested streets, like King Street, Parramatta and Victoria Roads.
- * Fails to compare this project against alternative public transport projects
- * The plan is not in line with the goals of Sustainable Sydney 2030
- * Is not justified by any publicly-released business case.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I write to express my strong objection to the WestConnex M4 East motorway proposal.

Global experience on experience of tollroad construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. This toll road will increase air pollution and encourage more car use, quickly filling the increased road capacity. It is not a long-term solution to Sydney's congestion problem.

I object to this proposal as it:

- * Fails to provide a long term solution to traffic and congestion.
- * Robs the limited NSW budget of funds to invest in much needed public transport.
- * Will direct additional traffic into already heavily congested streets, like King Street, Parramatta and Victoria Roads.
- * Requires the demolition and compulsory acquisition of hundreds of homes.
- * Fails to compare this project against alternative public transport projects such Sydney's green project.
- * Is not justified by any publicly-released business case.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

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- * The plan is not in line with the goals of Sustainable Sydney 2030
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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

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[REDACTED]

[REDACTED]

[REDACTED]

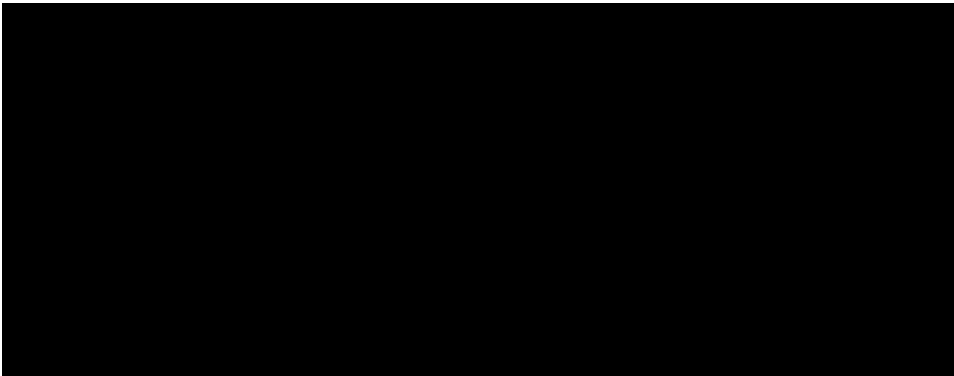
[REDACTED]

[REDACTED]

Content:

I absolutley oppose the WestConnex for environment, financial and plain common-sense reasons. My life as i know living in Alexandria is set to be destroyed by this monster not-required road. We already suffer from poor transport planning in Alexandria whose population is set to double. Now we have all these extra cars coming into the area increasing the traffic, noise and pollution and making our streets unsafe for families.

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Noel Kealy

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

Please do not go ahead with this project as it currently stands, it is hugely expensive for arguable benefit with potentially a lot of damage done to communities where people live

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I strongly object to this proposal and demand the State Government re-establish their priorities to improve public transport infrastructure for a more sustainable future for Sydney.

I have serious concerns about how traffic and related air congestion in the local communities of Beaconsfield, Green Square, Alexandria and Rosebery with the introduction of the propose exit/entrance ramps for the New M5 St Peters Interchange.

We already have serious issues with the current increase in residential development in the area and with further pressure we are creating more bottle necks and unpleasant living environments for Sydneysiders.

I believe there are more suitable locations closer to the Airport along Prince Highway that already are industrial waste lands that could support this infrastructure and showcase Sydney's global city planning.

Sydney Park is a much loved community amenity that services all walks of life and with this proposal it will over night decrease public safety, create traffic issues, impact the local environment and take away from the enjoyment of this Park.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I don't believe that this project going to improve infrastructure in Eastern suburb. Government should invest on public transport rather than building another road. Bring more car to city.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Alison Kelleher

Address:

[REDACTED]

Alexandria, NSW
2015

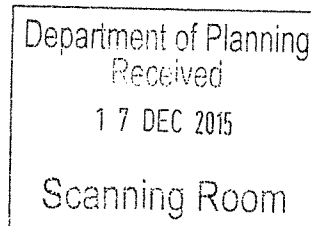
Content:
Please see attached

[REDACTED]



23/101 Belmont Street
Alexandria, 2015
14 December 2015

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



Dear Sir/Madam,

I would like to protest very strongly against the proposed WestConnex. This is an unprecedented and unnecessary imposition on the people who live in the area. Local residents and their quality of life are being sacrificed for the convenience of commuters and businesses who are in transit.

The St Peters Interchange will dump thousands of vehicles onto surrounding streets because the huge complex of multi-lane roads leads mainly to narrow, Victorian residential streets. These streets are already at capacity, especially Mitchell Road, and McEvoy Street, which is, of course, a continuation of Euston Road.

Green Square, Alexandria, Erskineville, Ashmore and Redfern are already densely populated. Hundreds of new residential units are currently being constructed in these areas. These will produce a

huge increase in local traffic. We don't have room for more vehicles exiting the Interchange.

Enormous, multi-lane roads are a thing of the past. This is not a solution for the 21st Century. Modern cities all over the world are putting their money and their efforts into constructing fast, efficient public transport – light rail and metro lines with frequent stops for the convenience of the public. I have had extensive experience of these systems this year, in Europe and in Asia, and I have seen how they greatly reduce road traffic.

New South Wales should not be lagging so far behind, constructing systems which were tried, and which were found to fail, in the middle of last century. We need to keep abreast of current thinking and make Sydney a truly modern city for the 21st Century and beyond.

Yours sincerely,

A handwritten signature in cursive script, reading "Alison Kelleher". The signature is written in dark ink and is positioned to the right of the "Yours sincerely," text.

Alison Kelleher

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Ian Ferrie

Address:

[REDACTED]

Newtown, NSW
2042

Content:
Please see attached

[REDACTED]



53 Egan Street
NEWTOWN NSW 2042
Telephone : 9519 1451
WestC2015
14 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

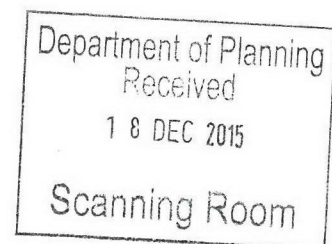
I object to the proposed WestConnex New M5 St Peters Interchange for the following reasons:

- 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.

Ian Ferrie



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Margaret Ferrie

Address:
[REDACTED]

Newtown, NSW
2042

Content:
Please see attached

[REDACTED]

53 Egan Street
NEWTOWN NSW 2042
Telephone : 9519 1451
WestC2015
14 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

I wish to object to the proposal of linking King Street, Newtown, to the WestConnex traffic interchange.

King Street runs through the middle of a vibrant community, and has 16 sets of traffic lights to allow children to reach schools, workers to access the public transport system of buses and trains, people to go about their daily business. Buses stop frequently at intervals along King Street, and many shoppers park their cars, to go about their business.

It would appear to be inevitable that if WestConnex were connected to King Street, the consequential changes to traffic flow would split the community, kill businesses, endanger children, and cause Newtown to become a ghost town.

Please reconsider the proposal, and address instead the advantages of improving the public transport system in its various forms, with innovative initiatives.

Margaret Ferrie



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Barrie Mayo

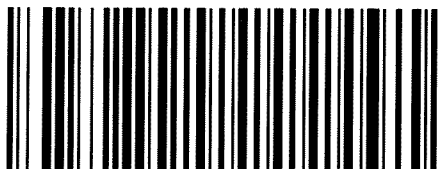
Address:

[REDACTED]

Kensington, NSW
1465

Content:
Please see attached

[REDACTED]



PCU063333

Barrie & Beverley Mayo
PO Box 596
Kensington NSW 1465
16/12/15

Director of Infrastructure Projects
Planning Services
Department of Planning and Environment
Application number SS1 6788
GPO Box 39
Sydney NSW 2001

Reference: West Connex St Peters Interchange

To the Director,

Having received a brochure from The Lord Mayor of Sydney Clover Moore, regarding the issue of the proposed Interchange of the Westconnex at St Peters, I am pleased to be able to understand the effect of the interchange on Sydney Park and the local area.

The diagram of the various flyovers and the interchange appears to me , from the diagram, to have little or no effect on Sydney Park.

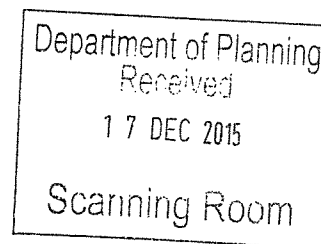
As a supporter of the broader concept of the Westconnex, this information showing the little effect on the Sydney Park means I am more than ever, very much in favour of the whole project.

Obviously there will need to be some road widening along some of the outlets from the interchange and I am sure this is well in planning. Roads like Euston Rd heading back into the city will need to be widened. The exits heading south from the interchange are not clear where they go after crossing Canal Rd but hopefully lead to good access roads.

Rather than protesting about the West Connex I fully encourage the proposal.

I would like to ask one question however. Why can't the interchange simply be a basic intersection with some traffic lights, thus replacing a very complex and expensive series of flyovers , with a simple intersection ?

Yours faithfully,



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Matt Wiseman

Address:

[REDACTED]

St Peters, NSW
2044

Content:
Please see attached

[REDACTED]



December 2015

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
Application Number SSI 14_6788
GPO Box 39
Sydney NSW 2001

Department of Planning
Received
16 DEC 2015
Scanning Room

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.

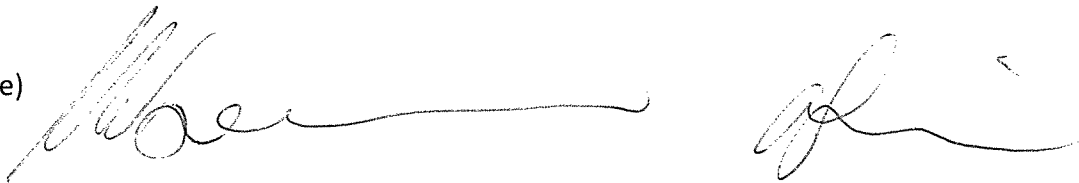
I would also like the following issues in the EIS addressed:

- 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 thousands of extra cars exiting the St Peters Interchange.
- The lack of adequate traffic modelling

Please also address:

Yours sincerely,

(Signature)



(Name)

MATT WISEMAN, ALLISON LA SPINA

(Address)

83 CHURCH ST
ST PETERS
2044

(Email Address)

wisemanmatt@hotmail.com

(Contact number)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Chris Chen

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

I am concerned about the effects of WestConnex-

-it will only add to Sydney's traffic congestion, encouraging more cars on the road, particularly in the already congested inner city areas of Newtown, Enmore and Alexandria

-increased cars in the inner city and CBD will mean more difficulty finding parking. people from Western Sydney would be better served by the construction of a rail line between Westmead and Central

-the roughly 15 billion dollars that will be spent could be put to better use providing much need public transport options. for instance upgrading stations to provide lifts, providing more park and ride facilities

-the effects of additional traffic pollution on greenhouse gas emissions, and also on the surrounding residential areas as well as Sydney Park

Sydney needs transport solutions that incorporate public transport and integrated cycleways and will benefit the whole community and be viable into the future as the population increases.

WestConnex is a waste of tax payers money.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Catherine McMullen

[REDACTED]

Address:

[REDACTED]

Rosebery, NSW
2018

Content:

The WestConnex St Peters Interchange will affect the quality of life of residents of the surrounding suburbs including Rosebery. Traffic will be pushed onto residential streets, placing increased and sustained pressure on local roads. Residential suburbs such as Rosebery, Green Square, Alexandria and Erskineville would be permanently affected. Pedestrian access will be impeded and noise pollution, as well as air quality created from increased traffic congestion will be a nightmare.

I passionately object to and oppose the bandaid solution to a wider transport issue that can only be solved with better public transport and smart solutions.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
I don't want to see the WestConnex St Peters Interchange built in it's present form. It is poorly conceived, will clog local roads, worsen local traffic conditions, worsen air quality and destroy the local character and viability of King Street and associated areas. The cost is blowing out. The money spent on this would be much better spent on public transport. To increased car traffic in the middle of a city is Neanderthal thinking. Road building companies get rich and local communities get poor. I would like to submit the idea that there are visionary forward thinking alternatives to this project that need to be put on the table - and this project scrapped - once and for all.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Joerg Hofmann

Address:

Alexandria, NSW
2015

Content:

WestConnex will have a tremendous negative impact on the local area and its community. The local streets which will receive a tenfold increase in traffic are already choked with traffic, especially on the weekends. Widening certain streets will not work as the traffic will eventually funnel into existing streets moving bottlenecks just further down the road. The streets in this area were simply not designed to cope with such large amounts of traffic. And where are all these vehicles supposed to go? It is next to impossible to find parking in the area as it is! The current situation around Sydney Airport and the M5 should be reason enough to invest heavily in public transport and vehicle usage should be discouraged rather than encouraged. The land should be used to extend Sydney Park to provide much needed recreational space which Sydney is sadly lacking. Any encroachment onto the existing park is just not acceptable as is the negative impact of heavy traffic and pollution to the communities surrounding the proposed project.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: William Allington

Address:

Newtown, NSW
2042

Content:

As someone who just recently moved to Newtown, I have been simultaneously delighted by the diverse and beautiful culture of King Street and horrified by the congestion and lack of parking on King street and the streets surrounding it. My partner and I recently got approved for a parking permit, yet most nights of the week we still have to trawl around the streets near our apartment in order to find a parking spot in the permitted zones. The increased congestion caused by the interchange would not only come at the expense of the one of the most diverse and multicultural (and hence truly Australian) areas of Sydney, but cause personal distress due the inability to use personal vehicles and even public transport, which already suffers greatly from congestion of King Street (The 370 bus is renowned for being one of the most unreliable buses in Sydney for this reason).

Finally, this also is a poor use of funds. The NSW government should be encouraging motorists to use personal vehicles less in order to reduce the damage being done to the environment. This interchange only encourages more use of personal vehicles but also discourages use of public transport due to its inevitable increased unreliability.

As someone who has experienced incredibly organised and reliable public transport all over Europe and in Hong Kong, it is clear that Sydney needs significantly more funds devoted towards public transport. A better public transport system will encourage more motorists to use public over private transport and therefore decrease congestion on Sydney roads.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Paul Drummond

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

I am opposed to the development in St Peters.

The construction and cost for a massive new road under the notion it will help people get their jobs in the city quicker is not a great plan for the future when 90% of people catch public transport and the fact that George street is being closed to make way for light rail.

Where will all these extra cars go when they get out at St Peters? Whats the plan for parking? The city is for people not for cars. There is no point giving drivers a expensive new tolled road way if there is no where to leave their car once they get to the city.

Cityrail is in desperate need of money to upgrade. Go to Hong Kong and see how trains should be done. If the public transport worked as people expect then it would be a no brainer to not drive to work in the city.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
Once again it seems the state and federal governments are determined to destroy our local communities by favouring commuters, big infrastructure projects that only benefit big developers, and promoting urban sprawl. We do not need more roads that dump more cars into an already overburdened local traffic area. There are now ridiculous wait times to get through intersections like South Dowling & Lachlan Streets, or anywhere along McEvoy Street, Sydney Park Road, Mitchell Road, King Street and Botany Road to name just a few of the biggest problem areas that will be worse affected by this proposed plan. What we need is better public transportation, and better local road planning.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Wendy Sharpe
Organisation: Wendy Sharp (Wendy Sharp)

[REDACTED]

Address:

[REDACTED]

Ersineville, NSW
2043

Content:

I object to this terrible backward waste of public money. A better train system would decrease congestion NOT more roads, This destroys inner Sydney .

A disgrace!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Upasana Papadopoulos

Address:

Newtown, NSW
2042

Content:
To the director Infrastructure Projects,

I am writing to add my voice to that of many, many others who oppose the WestConnex St Peters Interchange project.

I am in favour of improved public transport option rather than the construction of more roads. As you are no doubt aware, the area of the inner west of Sydney has a unique character and sense of community which has advantages for both people living locally and those who visit. I have looked over plans for the interchange and consider that its construction will diminish shared recreational spaces, increase car traffic and therefore making it difficult to navigate for people who already access the area by car, foot or bike. It will also further compromise the quality of air and the volume of sound.

I am in favour of listening to the public, which means to respect that this is not a project that people who are informed about it, wish to have proceed.

I sincerely hope that you do not go ahead with the Westconnex project and that you respect the view of the people.

Thank you for taking the time to attend to my submission.
Sincerely

Ms U. E. Papadopoulos
Newtown.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Ricardo Gutierrez patarroyo
[REDACTED]

Address:
[REDACTED]

Redfern, NSW
2016

Content:
I oppose to the development of the west conned NSW M5 st Peters interchange

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Richard Stanford

[REDACTED]

Address:

[REDACTED]

Blackalls Park, NSW
2283

Content:

I object to the Westconnex New M5 proposal.

It has been shown over and over that simply building more roads, only increases the traffic that uses them.

Vehicle exhaust pollution is a serious health hazard to city dwellers, costing the health system dearly; more cars equals more exhaust gasses.

Public transport is more efficient and less polluting; by extending and improving public transport there will be fewer vehicles on the roads.

More roads mean the loss of green space, more GHG emissions and loss of amenity for people local to the development.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Lisa Deng

[REDACTED]

Address:

[REDACTED]

Newtown, NSW
2042

Content:

Please do not build and instead on expanding the train network to include more suburbs. King st is too narrow, has too many pedestrians, and too many traffic lights to take the on the flow of additional traffic.

I would love to see this money spent on a train line that goes across sydney and links multiple train lines, so you do not need to go into the city and back out again if you are trying to travel from southern sydney to western sydney, or western sydney to northern sydney.

Cheers

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Milana Vulovic

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

I utterly oppose this development. In particular, my concerns are over the already jam-packed roads in Alexandria and surrounds - particularly on weekends when the entire area enjoys a gridlock at around 10am until 3pm.

WestConnex makes no sense. If a jar is full you wouldn't put a wide-brimmed funnel in it because all you'll have is a full funnel.

What will be done about oppressive impact of air pollution once you shoehorn 10 times more cars into it?

Please don't ruin Sydney's most charming village suburbs.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Elizabeth Blower

[REDACTED]

Address:

[REDACTED]

Newtown, NSW
2042

Content:

I strongly object to the development o WestConnex. As a resident of King Street, I do not wish to see heavily increased traffic in my area, which will ruin the wonderful community and atmosphere.

[REDACTED]

Name: Nada Lopes

Address:

Waterloo, NSW
2017

Content:

To whom it may concern,

I wish to express my concern about the proposed WestConnex Project.

I have concerns in the following areas:

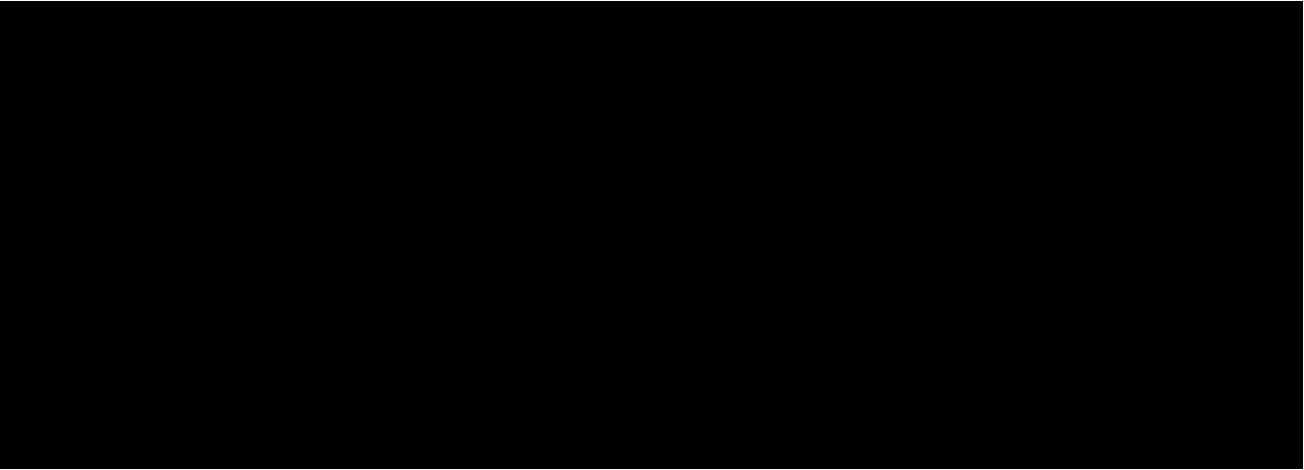
1. Increased traffic flow to Green Square and Alexandria areas. These areas are already suffering from traffic congestion. During peak hours traffic is in gridlock. With the areas increasing its population by 10s thousands and combined with the increased traffic WestConnex will make this unbearable for local residents.
2. Infrastructure the increased traffic volumes to the aforementioned areas from 5000 - 50 000 bring forward issues such as increased appropriate surrounding infrastructure which do not currently exist eg upgrading of surrounding roads
3. Danger to pedestrians. Alexandria and Green Square are and will become ever more densely populated areas with a large number of families. The increased traffic flow to such a heavily populated area will increase risk to pedestrians including children
4. Pollution - Alexandria is littered with Childcare centres to support local families and families of those that work in the area, this increased pollution will bring with it safety issues to children. What is being done to support these affected childcare centres? Have all the appropriate Health controls and risk to child safety checks been performed?





Content:

Objection to WestConnex based on the negative effects this will have on our local area, especially the damage to Sydney Park & King Street & the huge amount of funds required to complete it that could be better used on public transport!



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I object to the M5 St Peters Interchange because of the detrimental effects it will have on our neighbourhood. The money spent on this project would be better used on public transport. We have enough cars on our roads and this project lacks vision for the future. Sydney Park has been developed over the last 15-20 years and I love this park. The roads surrounding the park will be fast moving and will destroy the perfect nature that has been crafted in the park. I object to this development.

[REDACTED]

114

██████████

██████████

[REDACTED]

[REDACTED]

██████████

aaa

1. *Journal of the American Medical Association*, 2000; 283: 2689-2695.

To whom it may concern,

I see that for the WestConnex (Mascot area) Gardeners Road west flowing at 635 Gardeners Road will lose the lane that is used for buses to pull up at the bus stop and allow safe access for residents to access their driveway without fear of an accident. How can we rectify this?

Also the current bus stops between Burke Road /Street and O'Riordan st are not shown on your map of works for that area, are they still in place?

For those residents that are on the ground and first floors at 635 Gardeners Road that are facing Gardeners Road, they have been marked for major sound insulation upgrades for those apartments. Your report shows that there is 68 decibels

during day time hours and 65 decibels at night but levels of 40 decibels in the living areas of the apartment and 35 decibels in the bedrooms are required. What will the decibels levels be once the sound insulation upgrades are done?

When are the upgrades scheduled? Should it be started/done before road works start? Who will communicate with the owners and the executive committee to make sure that the upgrades will be acceptable?

Will the speed limit of 60 km/ph on Gardeners Road remain after the road works or increase?

Currently heavy vehicles/cars use Ricketty Street Kent Road Coward street and then O'Riordan street and back to access the Airport and Port Botany areas, is it intended once the Gardeners Road works are completed for those to travel along

Gardeners Road up to say Botany Road to access the same areas?

I understand that I notice from WestConnex was sent to the owners that are in the direct area/zone of those works early this year, should notices be in contracts of sale for those affected from that time if selling property? and or when?

Thank You.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Paula Lam

[REDACTED]

Address:

[REDACTED]

Redfern, NSW
2016

Content:

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: garth simpson

[REDACTED]

Address:

[REDACTED]

rosebery, NSW
2018

Content:

Increases in private traffic are an inappropriate solution to the transport problems that we have now in all the affected suburbs.

The cost involved in this inappropriate solution would be much better used in improving public transport.

All the affected suburbs - Alexandria, Erskineville, Redfern, Newtown etc.- will be heavily impacted with greater levels of pollution and opportunities to access locations to relax and gain relief will become harder to find.

The proposed construction compound on the south side of Sydney Park will further negatively impact on the quality of life for many residents.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
See attached pdf for my submission which contains no identifying personal information.

[REDACTED]

Submission: WestConnex New M5 Environmental Impact Statement (SSI 14_6788)

To the Director, Major Planning Assessments, Department of Planning

I write to express my strong objection to the WestConnex New M5 motorway proposal.

Global experience of major toll road construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and encourage more car use, quickly filling the increased road capacity. It is not a long-term solution to Sydney's congestion problem.

The fact that the State Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal because:

1) The New M5 will have devastating impacts on our local communities and local amenities.

From 2019, the New M5 and the existing M5 will be routed through to the proposed St. Peters Interchange. Up to 100,000 extra vehicles will spill onto local roads, particularly onto south King Street in Newtown which will be unable to accommodate such a massive increase in traffic. Stage 3 of WestConnex (joining the M4 and M5) is not planned to be completed until 2023 and is predicated on the sale of Stages 1 and 2 and the imposition of significantly high toll fees for decades. **There is no certainty that it will be built leaving local inner west suburbs in constant gridlock and residents subject to unacceptable levels of dangerous pollution and destruction of their amenity.**

There are over 80 homes and business that have been listed for compulsory acquisition in St. Peters alone. Residents are not being offered equitable prices for their homes and will be unable to find new homes in the area.

The construction of the New M5 and of all stages of WestConnex will have severe and lasting impacts on local communities. Just in St. Peters alone there will be more than 2,200 extra heavy and light truck movements per day for years.

2) The New M5 will be a massive contributor to greenhouse gas emissions, while destroying important habitat and greenspace.

This proposal will be a huge contributor to greenhouse gas emissions and global warming. Like all new roads, it will encourage greater use of private cars, leading to increased fuel consumption and air pollution throughout Sydney.

The impact of the New M5 on the largest green space in the inner west, Sydney Park is critical - as well as losing a significant portion of this park, there will be tunnels, ramps, ventilation stacks and multi lane roads with fast moving traffic, right alongside the park.

Many residents and visitors to this iconic area of Sydney will cut off from the park by the St Peters interchange and the widening of Euston Road to seven lanes between Sydney Park Road and Campbell Road. All park users and local residents will be subject to high levels of pollution and noise.

The WestConnex project will also lead to the destruction of more than 75 hectares of vegetation, including endangered Turpentine Iron Bark Forest and the critically endangered Cooks River Castlereagh Iron Bark Forest. The habitat of the vulnerable Green and Golden Bell Frog at Kogarah Golf Course at Arncliffe will also be slashed by the New M5.

3) Air pollution from the New M5 will be hazardous for our health

There's strong evidence about the dangers to human health from a wide range of vehicle exhaust pollutants, especially tiny particulate matter less than 10 microns in diameter (known as PM10s), and particulate matter that is less than 2.5 microns in diameter (PM2.5).

These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, worsen heart disease and asthma, and cause cancer.

The [WHO guidelines](#) state that small particulate pollution has health impacts even at very low concentrations and that 'no threshold has been identified below which no damage to health is observed. Therefore, the WHO guideline limits aim 'to achieve the lowest concentrations of PM possible.'

Research has shown that people exposed to diesel exhaust at high levels in enclosed spaces for long periods of time – such as truck drivers, railway workers, and miners – face up to 30 per cent increased risk of lung cancers, even after the effects of smoking are taken into account.

Most state regulatory bodies in Australia accept there is no safe level of exposure to diesel exhaust. As well as cancer, other health hazards are respiratory illnesses and heart disease.

- The results of air quality modelling for annual average PM2.5 in the WestConnex New M5 EIS, indicate that there will be an increase in the levels of this particle pollution at 63% of receptors along the proposed route.
- During the construction period, the New M5 EIS states that there will be up to 1,000 extra heavy vehicle movements (trucks) per day in the Kingsgrove and Bexley surface works area and approximately 1,240 extra light vehicle movements (presumably small trucks). The health impacts on the community and on workers from this amount of concentrated particulate pollution from diesel fuelled vehicles will be significant and is not adequately accounted for in the EIS or the updated Westconnex Business Case.
- By 2031 when the whole WestConnex project is slated for completion, total traffic demand will rise significantly, for example, demand in St Peters will increase by up to 33% and there will be significant increases in traffic on key roads within the project perimeters including sections of Parramatta Road, Broadway, King Georges Road, Stoney Creek Road, Bexley Road, Forest Road, Euston Road and many more smaller roads in local suburbs.

- The claim that there will be less emissions and pollution with WestConnex due to free flowing traffic just doesn't stack up. Total two-way traffic east-west across this part of Sydney will jump 53% by 2031. Such an increase is hardly going to improve air quality.
- Unfiltered ventilation exhaust stacks will be located less than 500 metres from homes, public schools, childcare centres, aged care facilities and hospitals in the west, south west and inner west suburbs on the Westconnex route. Vehicles that use diesel fuel are responsible for around 80 per cent of fine particle pollution from vehicles. According to a recent [ABC health report](#), the high hazard zone for health is considered to be 150 metres either side of busy roads – particularly within 50 metres. And, depending on the number of vehicles on the road, the levels can be up to 10 times higher than the usual city background – which is already at levels which are considered unhealthy. So the increases we can expect in dangerous air pollution by encouraging more vehicle trips and locating dangerous ventilation stacks next to homes, schools and hospitals, are completely unacceptable.
- The correlation between rises in particle concentrations and death rates from a variety of causes is proven with impacts that accumulate over a lifetime. Children are at greatest risk along with the elderly, and people with emphysema, asthma, and chronic heart and lung disease.

4) WestConnex and the New M5 is a financial black hole that won't solve Sydney's traffic congestion.

Global experience of major toll road construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. Here in Sydney, taxpayers have pumped billions into the failed Cross City Tunnel, use of which is still well below project projections.

Recent research from the Institute of Transport and Logistics Studies at Sydney University has warned the Government that Sydney motorists are unwilling to pay for more tollroads. Instead, motorists will look for free back-road routes, pushing more cars onto local streets.

The WestConnex tollroad has blown out from an initial projected coast of \$10billion to \$16.8 billion and climbing. It will increase air pollution and encourage more car use, quickly filling the increased road capacity. It is not a long-term solution to Sydney's traffic congestion problem and as the most expensive transport infrastructure project in NSW, it does not address key community demands for efficient, inexpensive and world class public transport options. Rather it locks Sydney commuters into car dependency and use of privatised toll roads and for decades to come while sucking funds from public transport developments.

WestConnex does not offer sustainable solutions for the transportation of freight from Pt Botany or the airport which is one of the primary rationales for the whole project. It does not offer faster transportation to Mascot airport from the western suburbs and even the projected travel times using WestConnex are longer than the travel times using the existing rail infrastructure.

5) The WestConnex project including the New M5 lacks transparency and accountability.

The fact that the WestConnex Delivery Authority and now the Sydney Motorway Corporation have already signed multi-billion dollar contracts before this EIS and the previous M4 East EIS were placed on public exhibition, let alone given Development Consent, undermines community confidence that this is a genuine consultation process.

There are serious concerns about the way the WestConnex project has been developed and progressed regarding the lack of good governance, oversight and economic rationale for this major infrastructure project. The lack of transparency around the project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis and traffic modelling used in the business case, is unacceptable.

The project's further planning and implementation will now be managed by the newly created private corporation, the Sydney Motorway Corporation. This will further obscure information about the project which should be openly available to the public.

The fact that the NSW Minister for Roads, Maritime and Freight and the NSW Treasurer hold shares in this corporation is a conflict of interest, given that their role as public officers should be to ensure that public funds and public/private projects are placed under the highest scrutiny.

6) The WestConnex project comes with no real evaluation of alternative options such as world class public transport.

The Department of Planning's Secretary's Environmental Assessment Requirements (SEARs) demand that the New M5 EIS provide 'an analysis of feasible alternatives to the carrying out of the proposal and proposal justification, ... including an assessment of the environmental costs and benefits of the proposal relative to the alternatives and the consequences of not carrying out the proposal), and whether or not the proposal is in the public interest.'

There is no apparent assessment of the environmental costs and benefits of the New M5 proposal relative to the alternatives and no adequate appraisal of whether the proposal is in the public interest.

I agree that I have not donated more than \$1000 to any political party, elected member, group or candidate within this financial year.

I agree to the NSW Planning Department publishing my submission on their website, including any personal details it contains.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Adrian Cave

[REDACTED]

Address:

Sydney, NSW
2015

Content:
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.

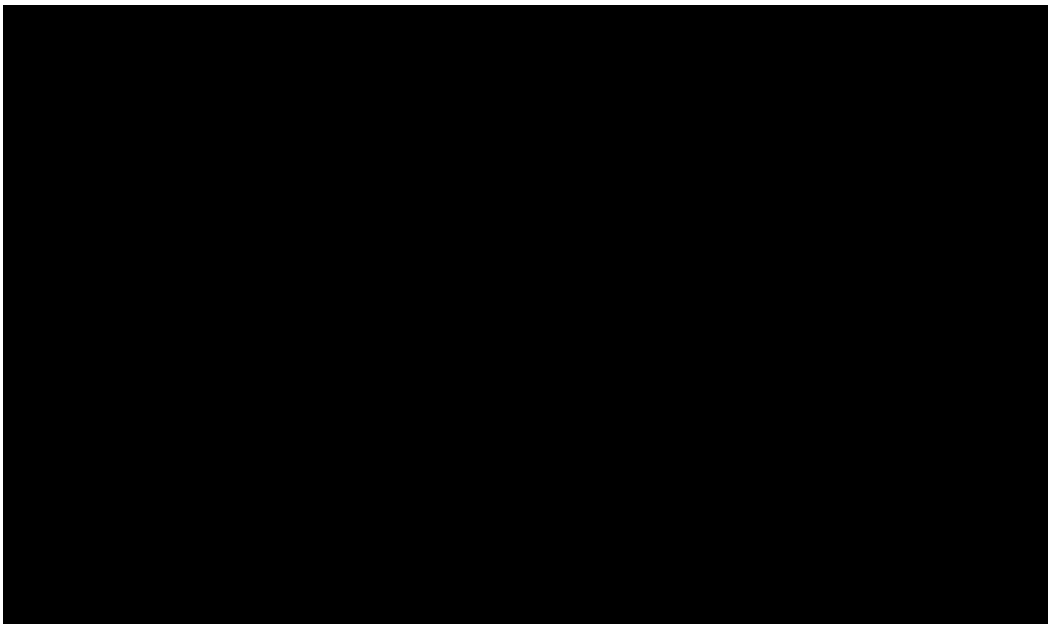
I would like the following issues in the EIS addressed:

- 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,

adrian cave

Sydney NSW 2015, Australia



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Veronica Elton

[REDACTED]

Address:

Sydney , NSW
2044

Content:
Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

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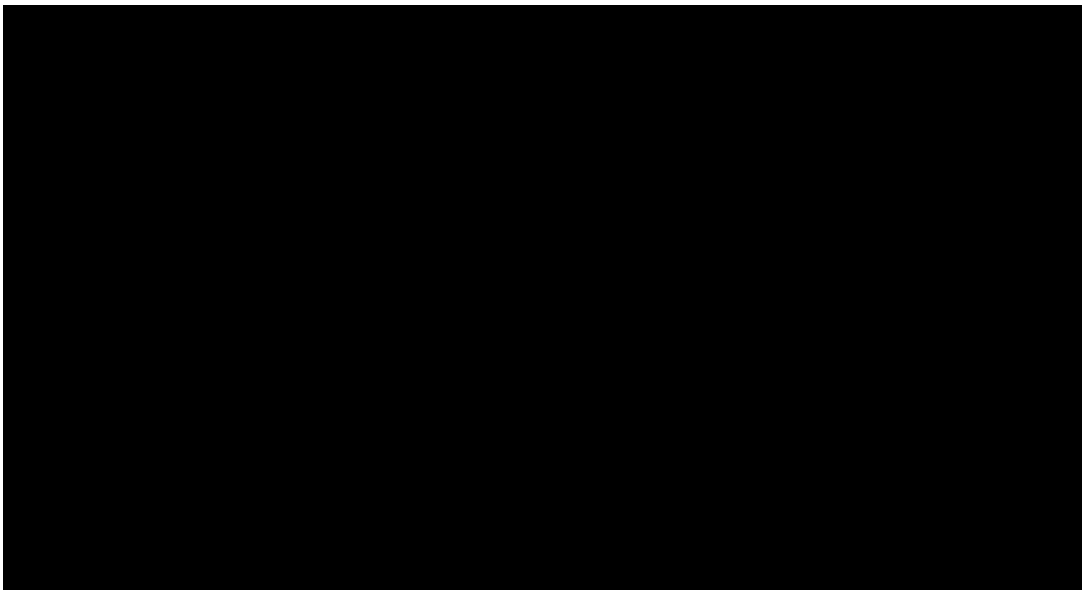
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- The lack of adequate traffic modelling

Yours sincerely,

veronica elton

Sydney NSW 2044, Australia



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Nicola Ericson

Address:

Sydney, NSW
2015

Content:
Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

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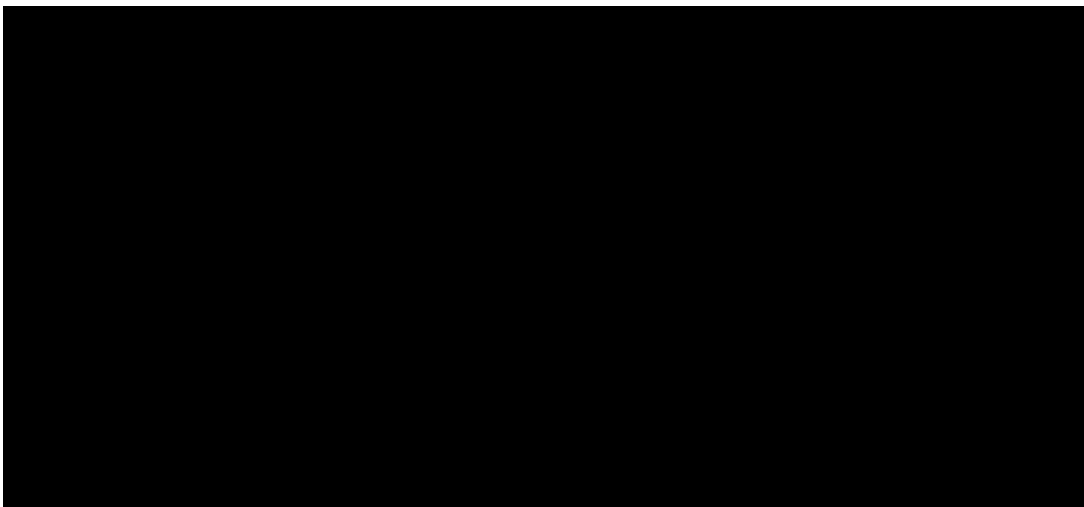
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- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Nicola Ericson

Sydney NSW 2015, Australia



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Marianne Todd

[REDACTED]

Address:

, NSW

Content:
Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

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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

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I object to the westconnex new M5 interchange as this will be a disaster for the surrounding suburbs of alexandria, erskinville, ashmore and redfern. Sydney does not need more cars coming into the center especially when it is already heavily congested. Money should be better spent on public transport and making this service better, not neglected. Already Sydney is one of the most heavily tolled cities in the world and this will just add more cost burden to peoples lives as no doubt, westconnex will be designed so that people will be forced to use it and pay tolls. This also will cause rat running in suburban back streets with people trying to bypass the toll system. Westconnex is a stupid idea where i strongly oppose it.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Sonya Schollum

Address:

Alexandria, NSW
2015

Content:

The St Peters interchange really concerns me. Using the Lighthouse interchange in western Sydney as a similar configuration, it is not in a residential setting, nor should it be. So I don't think it's appropriate in St Peters. I do not believe that building a spaghetti junction almost at the heart of a major international city makes any sense. What favourable international examples can you provide?

The photomontage attempts to make it look attractive but I very much doubt it will ever look good as the EIS Photoshopped image implies. If there is no other alternative to building it, burying it in trees might help but there needs to be a guarantee that it will look at least as good as the 'artistic impression' provided in the EIS.

What guarantee that the final section of the M4-M5 tunnelling will be completed to alleviate the redirection of traffic to Euston Road?

I am also extremely concerned about traffic impacts on the local streets. Mitchell Road and Copeland St/Swanson St/Erskineville Road are already major issues for local residents especially children. Local residents are impacted by the current high levels of traffic which has increased due to ongoing residential development in the area. There have been many traffic accidents involving local pedestrians and cyclists and these incidences will only increase once high volume of traffic is redirected down Euston Road. It is naive to expect that local roads will not be greatly impacted. Non-local drivers already take high-speed 'short cuts' through our residential streets. What specifically will be done to ensure local residents will be protected from these drivers while maintaining the ability to transport children to sport, school and recreational activities without increased dangers due to high volume traffic and residential development?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
 Director Infrastructure Projects Planning Services
 Department of Planning and Environment
 Application number SSI 6788
 GPO Box 39
 Sydney 2001

5/1/2015
 Submission: Opposing the WestConnex New M5 St Peters Interchange & M4 East Motorway proposal

I write to express my strong objection to the WestConnex M5 St Peters Interchange & M4 East Motorway proposal.

I object to the proposal as:

- * Fails to provide a solution to our city's traffic congestion problems
- * Proposed road option only shifts existing congestion problems to different neighbourhoods
- * Encourages more cars instead of public transport
- * Fails to compare the project to other proposed alternative transport options
- * Air quality will reduce to health damaging levels that negatively impacts the wellbeing of the community
- * The interchange will surround & destroy the peaceful haven found at our beloved Sydney Park
- * The roads of Alexandria, Erskineville, Green Square, Ashmore , Mascot & Redfern are already heavily congested and cannot cope with an increases in traffic volume
- * Destroys the character & viability of King St, Newtown
- * Regeneration of native bushland & return of native bird species will be irreversibly damaged and threatened
- * The lack of community consultation, poorly derived statistics and hurried determination to commence construction early clearly demonstrates short-sighted planning of the project.
- * The current design lacks contemporary innovation, lacks awareness of global transport trends and lacks a connection with the natural environment.

Yours sincerely

[REDACTED]

Director Infrastructure Projects Planning Services

Department of Planning and Environment

Application number SSI 6788

GPO Box 39

Sydney 2001

5/1/2015

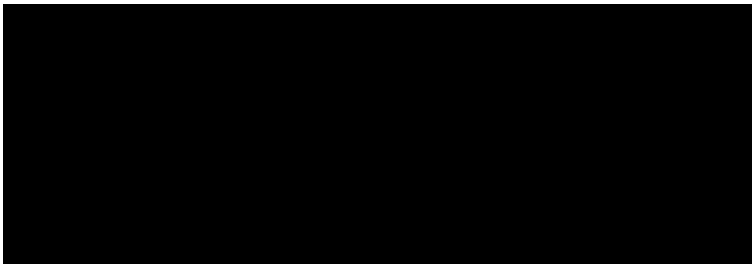
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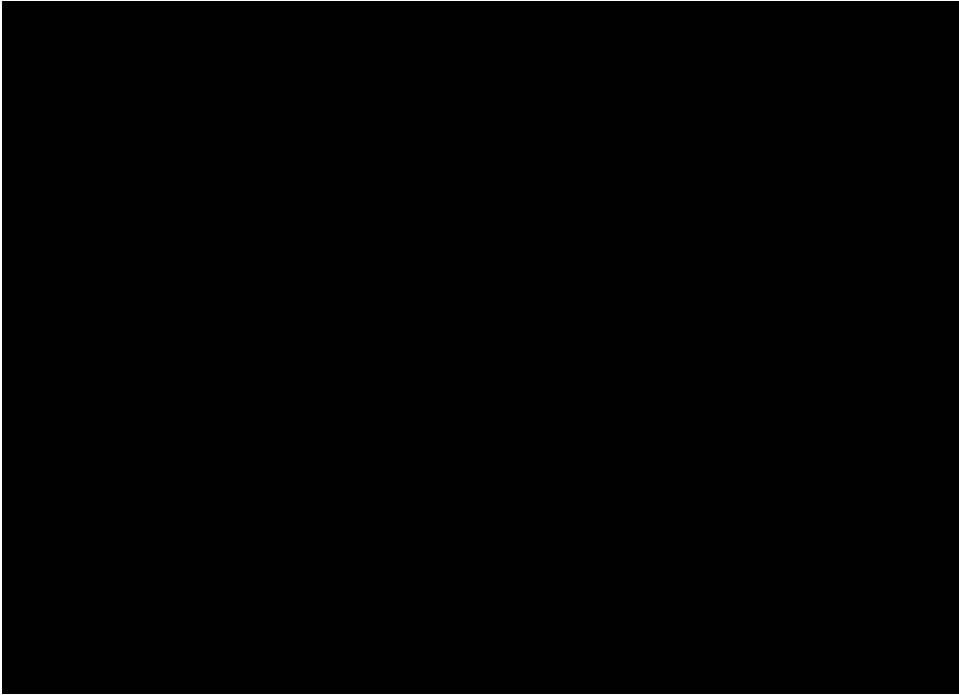
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Yours sincerely





[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Lutfiye Caliskan

[REDACTED]

Address:

[REDACTED]

[REDACTED] St Peters, NSW
2044

Content:

I do not want a tunnel built about 45m under my home that basically ends at Canal Road - a tunnel going nowhere. Not only is the whole project a waste of public money but all evidence indicates that this project will not improve the traffic issues in Sydney.

Firstly, a tunnel under my home will have a negative affect on the value of my property. Secondly, it is only about 45m to the top of the tunnel from my front door, so we will also be affected by noise and possibly damage to the structure of our homes.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Grant Bell

Address:

Kingsgrove, NSW
2208

Content:

ENVIRONMENTAL IMPACT STATEMENT SUBMISSION

Western Surface Works, Beverly Grove Park.

I object to the overall project and believe that improved public transport is a more viable option , i.e. increased trains on the East Hills line, using both airport line and Tempe , Sydenham route. I am concerned about recent reports of projected users of the new tunnels due to road tolls and fail to see the viability of the project more so. However, if the project is to advance as per the EIS information , these are my submissions:

Construction Period

- * Residents to be informed of instructed and enforced working hours.
- * Temporary diverted share path to be located a significant distance from residential fence lines, allowing an open corridor between temporary noise barrier. This would enhance safety for residents and path users.
- * Mature trees to be planted close to residential fence line forming a barrier from diverted share path.
- * Constant communication with residents during construction period in relation to noise and dust issues.
- * Temporary lighting of diverted share path not to affect adjoining residences.
- * Liaising with Canterbury City Council to monitor and control parking of employees and contractors in residential streets.

EIS Design of Completed Western Surface Works

- * Maintain integrated noise mound with tree planting , acknowledging that this could result in sacrificing some park space.
- * Noise mound to exist instead of noise wall, if this is not feasible, and both are required- noise wall not transparent and covered by tree planting overlooking Canterbury Golf Course & Beverly Grove Park (drivers on a main freeway don't require a side view whilst driving).
- * Trees that are planted closest to residential property lines to be of a mature variety.

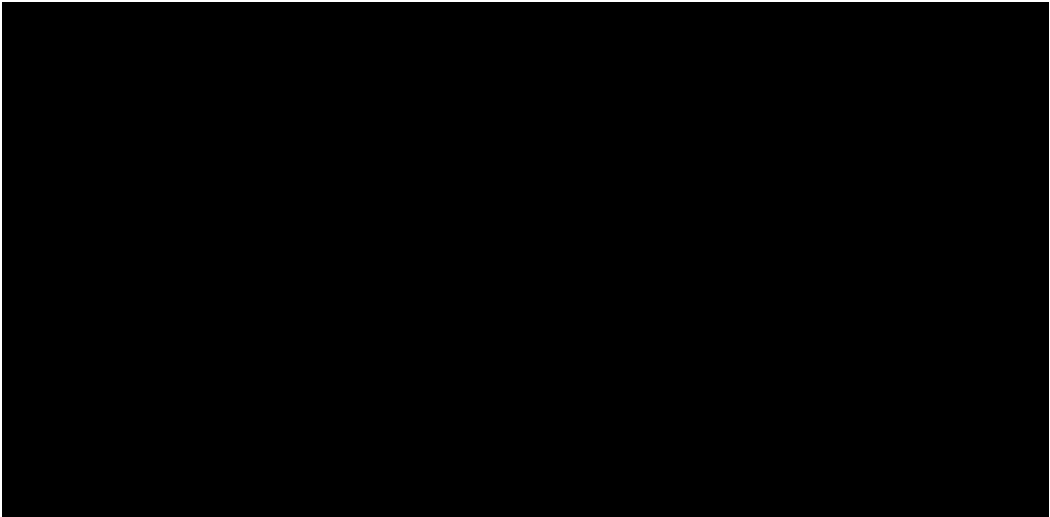
Compensation

Due to exceeding noise levels during construction and upon completion of this project, I would like to know about options to request either compensation or a grant to insulate my 1949 fibro residence situated 3 Meters from the proposed construction zone. Similar to what was provided to houses beneath flight paths in previous years. Houses may not have to be acquisitioned in this area of the project, but there a number that are substantially inconvenienced and disrupted, I would expect that the NSW Government would be willing to compensate affected dwellings.

[REDACTED]

[REDACTED]

[REDACTED]



ENVIROMENTAL IMPACT STATEMENT SUBMISSION

Western Surface Works, Beverly Grove Park.

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[REDACTED]

[REDACTED]

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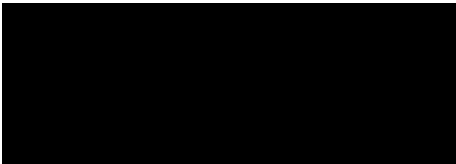
[REDACTED]

[REDACTED]

[REDACTED]

Content:
This project is Mike Baird's dead cat.

[REDACTED]



5 January, 2016

Submission: M5 EIS

I am writing to express my strong objection to the new M5 (Beverley Hills to St Peters) proposal).

Impact on Sydney Park

Part of the South side of Sydney Park will be lost to a construction compound, the exit roads will cut into the park and significant trees and vegetation will be lost. This value of this significant public asset and wildlife habitat cannot be under-estimated.

The park will be ringed by high volume multi-lane roads, making it more difficult for cars, pedestrians and cyclist to access the park. This park is now very heavily used, due to the lack of alternative open space and an ever growing population. The proposed pedestrian and cyclist bridge is nowhere near the bulk of the residents who use the park (the artists impression is very misleading).

Local Area Traffic

Thousands of additional vehicles will be disgorged into St Peters and surrounding suburbs, onto already congested roads. Road widening is a temporary solution to traffic problems, as so many major road projects have demonstrated.

The Business Case admits that drivers will avoid the outrageous new tolls by rat running through residential streets, thereby increasing local congestion. And where are all these new drivers going to park?

The construction of the third stage to link the New M5 and M4 will reduce traffic flowing out of the interchange. This 'proposal' is unfunded and due to the massive cost overruns on the total West Connex debacle, is unlikely to ever eventuate.

\$16.8bn, up from an original estimate of \$10bn, would fund a lot of public transport. Nobody except men with 1970s vision, construction firms and developers want this.

Regards,



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Shay Bristowe

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

I strongly object to the proposed new M5 St Peters Interchange. See attached for reasons.

[REDACTED]

Objections to proposed M5 St Peters Interchange (WestConnex)

I have recently moved to Alexandria and feel I need to voice my concerns to a number of issues regarding the proposed M5 St Peters Interchange:

The volume of traffic in our area is already causing congestion and the thousands of additional vehicles that will come off the proposed interchange will severely impact on the traffic congestion, traffic noise and the areas pollution. It is a well-known fact that the iconic King Street, Newtown which is enjoyed and utilised by locals and brings many visitors to the area is already incredibly busy and the additional traffic expected will further exacerbate this. Congestion will worsen on King Street and in surrounding suburbs of Alexandria, Erskineville, Green Square, Redfern & Ashmore.

The fact that the mature paperbark trees by Euston Road are to be cut down is a great concern, we should be preserving trees, especially mature ones, NOT cutting them down. Many birds and other wildlife will be displaced by the cutting down of these trees. Sydney Park is such a beautiful and well used park that has taken many years to become established. Impact on the environment of the park will no doubt have a knock on effect for the wild life there – again we should be protecting this for environmental reasons and for future generations. To have ventilation stacks near one of the few green areas in the surrounds, is detrimental health wise to human beings, to floral & fauna and also to the air quality. In addition, the proposed construction compound to be located in the park, would further damage the park.

It would be far better to spend the money on improving public transport – it makes sense both financially and environmentally.

I believe we should preserve the culture, the flora and fauna of the area and strenuously object to this and respectfully request that the government reconsiders the M5 St Peters Interchange proposal.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I write to object to the St Peters Interchange.

This will only serve to create more traffic in the area and the spin off effect will be a rat run of traffic through local streets to by pass the freeway.

The interchange will also create on environmental eyesore with a LA style concrete monolith overpowering the surrounding neighbourhoods, not to mention the effect it has on any surrounding park areas.

The whole Westconnex project is an outdated and vassly over capitalised undertaking that will not only drain the state budget but deliver no long term solution to our traffic congestion, in fact the freeway and it's aesthetically unappealing interchange at St Peters will only serve to increase the congestion it's attempting to rectify.

I object to both the interchange and its parent the Westconnex freeway and as a tax payer I DO NOT concent to my tax dollar being spent on this project.

Regards

Sonia Fabbro

[REDACTED]



776 Elizabeth Street
Waterloo
NSW 2017

30 December 2015

Director
Infrastructure Planning Services
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Director,

Application number SSI 6788

The concept of encouraging more motorists to drive throughout the Sydney metropolitan area and to not use public transport appears narrow and of limited vision.

The Queensland Department of Transport and Main Roads has carefully assessed the air pollution in South East Queensland (where the large part of the State's population live and work), and assessed the amount of pollution as some 70% of the State's total.

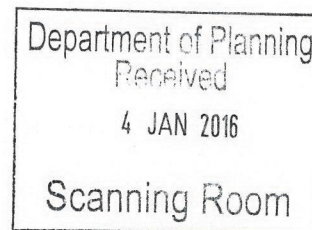
There is no need, I am sure, to list the health, economic and environmental costs of such pollution.

The proposed toll is a second barrier to the success of the plan. There will be substantial avoidance of the heavier use of side roads and streets.

The proposed St Peters Interchange appears to ignore the research of Professor Peter Rayner, University of Melbourne, published in *Science Matters*, 21 August 2015. It appears to model the Los Angeles design, and will encourage motorists to become delayed in their travels.

Yours faithfully

Peter Trebilco, OAM ED JP

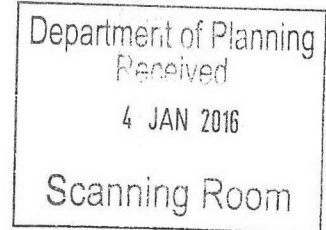




9/36 – 46 Anderson Street
Alexandria NSW 2015

22 December, 2015

Director Infrastructure Projects
Planning Services
Department of Planning and Environment
Application No SSI 6788
GPO Box 39
Sydney NSW 2001



Submission about WestConnex, St Peters

Dear Sir/Madam

Good government is about listening to the community and ensuring scarce public resources are used to the best public advantage. Increasingly, good government is about ensuring the best environmental outcomes.

Unfortunately, the St Peters WestConnex project fails all the tests of good government policy. The local community doesn't want it, the vast sums needed to undertake the work could be better spent on other useful public infrastructure projects and, despite the claims in the environmental statement for the project, any environmental benefits will be well and truly outweighed by the environmental vandalism it will create.

The environmental statement talks about improved access and connectivity to local centres and within and between suburbs; improved safety for road users, pedestrians and cyclists and improved access to social infrastructure and key community facilities. None of these claims could be further from the truth.

WestConnex, if completed, will daily dump many thousands of additional vehicles on already congested local roads. Clearly, no one involved in planning WestConnex has recently travelled along Botany Road, Sydney Park Road, Mitchell Road or McEvoy Street. All these and other local roads are at or well over their design capacity.

These additional vehicle movements will end around Alexandria, Erskineville, Redfern, Green Square and Newtown. This will adversely affect the amenity of these areas, it will prevent people going about their daily lives. It will seriously affect local air quality. The construction of WestConnex at St Peters will not "improve access and connectivity to local centres" or "improve access to social infrastructure and key community facilities". It is likely to do the opposite and reduce the ability of community members to get around their local area.

A good example of the likely damage to local neighborhoods is the likely loss of parking and amenity along King Street at Newtown. The vibrant local shopping and entertainment village will be destroyed by the construction of WestConnex at St Peters. This will kill off small businesses and employment.

The construction of WestConnex at St Peters will severely impact on the award winning Sydney Park, which is a hugely important green space for inner Sydney.

WestConnex seems to be completely at odds with the need to improve public transport. It will just encourage more private car use at a time when we need to address our carbon footprint and reduce private car use across Sydney.

The WestConnex documentation for St Peters talks about improved access to Sydney Airport and Port Botany. Surely, in this day and age, improved access to Sydney Airport would revolve around improved public transport access through better integration and pricing of rail services to both the domestic and international terminal rail stations. In addition, the future growth of Sydney Airport will be limited by the construction of the new airport in Sydney's west.

Truck movements at Port Botany could and should be reduced by use of rail to move containers to and from Port Botany and the intermodal freight hub at Liverpool. Getting container trucks off inner city road would be both a win for the environment and the safety of all other road users.

The cost of WestConnex appears to go up by the day. There are better ways to spend this money and improve public infrastructure – ways that benefit the whole community not just a small section of the community.

The construction of WestConnex at St Peters is a bad idea. It is a bad idea socially, economically and environmentally. Please stop it before it destroys our area.

Yours sincerely



Anne Spiteri

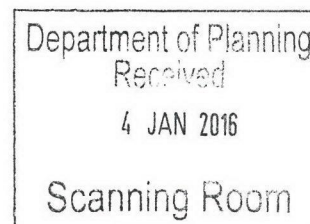


Robert Hogan



December 2015

Director Infrastructure Projects
 Planning Services
 NSW Department of Planning and Environment
 Application Number SSI 14_6788
 GPO Box 39
 Sydney NSW 2001



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.

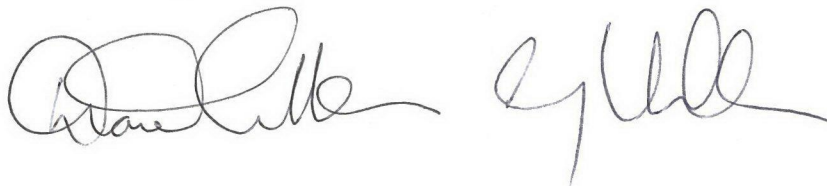
I would also like the following issues in the EIS addressed:

- 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 thousands of extra cars exiting the St Peters Interchange.
- The lack of adequate traffic modelling

Please also address:

Yours sincerely,

(Signature)



(Name)

DIANE + GEORGE MULLEN

(Address)

54 GERARD ST
ALEXANDRIA

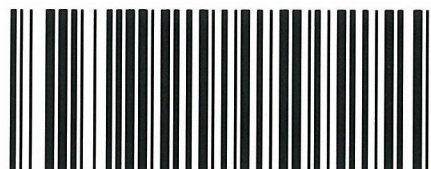
(Email Address)

gdmullen@bigpond.net.au

(Contact number)

96993972

Act Now!



PCU063490

*Dear Director of Infrastructure Projects
I am strongly opposed to the destructive and
ill-conceived WestConnex project for all the
below reasons. Thanks Anna Brainowski*

The WestConnex St Peters Interchange will be a disaster for surrounding suburbs and our entire city.

- **It will dump thousands of additional vehicles onto already congested local roads.**

Euston Road and Campbell Road will become six lane highways, with traffic on Euston Road alone increasing from 5,000 to 50,000 vehicles a day. Sydney Park – a vital regional park for city residents – will be surrounded by high volume multi-lane roads.

- **WestConnex will build a construction compound on the south side of Sydney Park** on an area of open space that is currently used for public recreation.

- **Suburbs such as Green Square, Alexandria, Erskineville, Ashmore and Redfern will be heavily impacted by increased traffic.** The Government's media release on the project actually boasts that it will "take motorists to areas such as the southern part of Alexandria, Green Square and Redfern" but is silent on what they will do when they then enter the already overcrowded road network.

- **The WestConnex business case admits** that drivers will avoid the new tolls by rat running through surrounding residential streets.

- **The extra traffic will worsen local air quality.**

- **The character and viability of King Street** – one of the best loved streets in Sydney – will be threatened.

- The EIS claims that the construction of the third stage of WestConnex linking the New M5 and M4 will reduce traffic flowing out of the St Peters Interchange – **but that link has not yet been designed or funded.** Even if it is built, traffic will increase massively on roads around the Interchange.

- **The money spent on the New M5** – estimated at \$5 billion – would be better spent on public transport.

- **The cost of WestConnex just keeps increasing.** The updated business case says it will cost \$16.8 billion – up from \$14.8 billion and an original estimate of \$10 billion – but this doesn't include the cost of additional stages. All that we know for certain is that costs will keep going up, draining even more money from real transport solutions for Sydney.

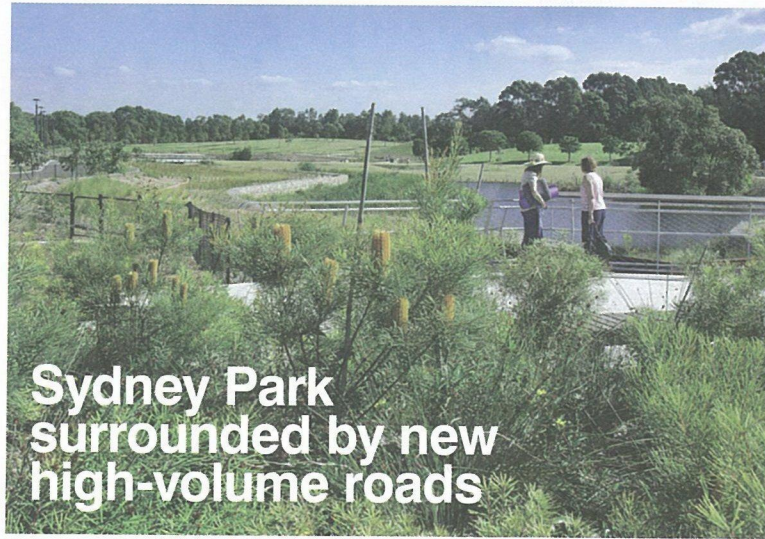
Make a submission now to the NSW Dept of Planning opposing the WestConnex New M5 St Peters Interchange:

www.cityofsydney.nsw.gov.au/StopWestConnex

or write to:

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

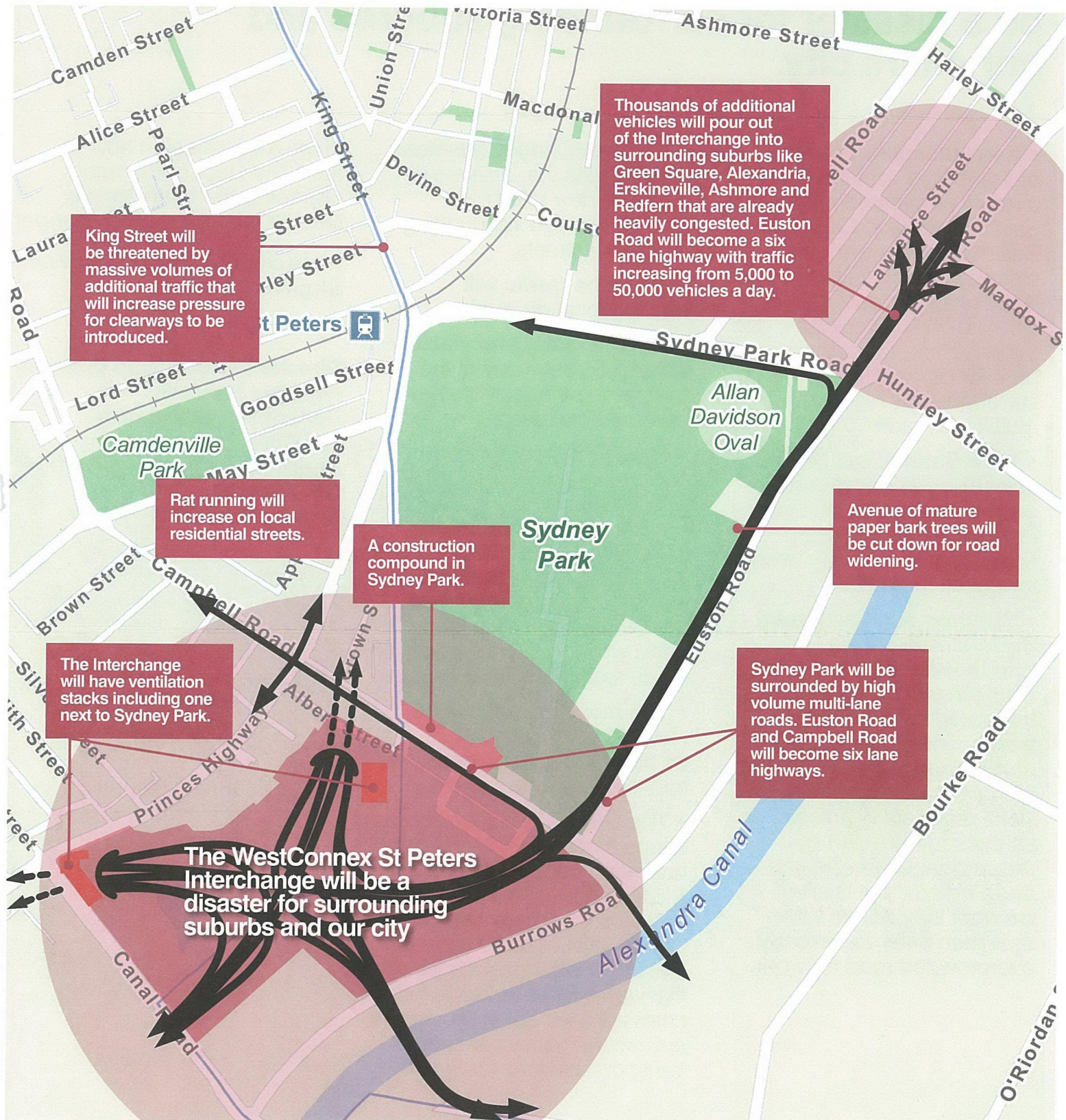
Department of Planning
Received
4 JAN 2016
Scanning Room

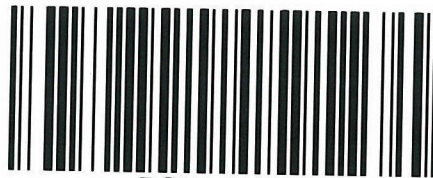


**Sydney Park
surrounded by new
high-volume roads**



**King Street
threatened**





PCU063487

27 December 2015

Director, Infrastructure Projects Planning Services
Dept of Planning and Environment
Application number SSI 6788
GPO
Sydney NSW 2001



Dear Sir/Madam

Re: WestConnex St Peters Interchange

I have lived Newtown and Alexandria for 25 years. During that time I have watched traffic congestion increase to the point where I have to walk, cycle or take the bus if I want to move around the area. If I want to drive in or out of the area, I have to allow considerable extra time for the car to inch through the grid-locked traffic.

The planned WestConnex will exacerbate this difficult situation to the point that it is hard to imagine how it can continue to be a place where people want to live or work.

My family and I also use Sydney Park almost daily – to walk, run and use the bike centre and children's playground. It is a wonderful community facility, enjoyed by locals as well as people from elsewhere. Pedestrian access will be more difficult if it is surrounded by multi-lane highways and air quality will suffer.

Drivers who want to avoid the toll on the new roads will attempt to find alternative routes through the surrounding streets. The increased traffic will make these streets hazardous to local residents, many of whom are children and elderly people.

I urge you to take these concerns seriously. It would be far preferable to invest the money on public transport. Sydney is promoted as a world-class city but the poor public transport is lamentable and frustrates international visitors as well as Sydney-siders.

Yours sincerely

Leah Bloomfield

30 Queen St, Beaconsfield 2015.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Richard Sutherland
[REDACTED]

Address:
[REDACTED]

Surry Hills, NSW
2010

Content:
I oppose the proposed WestConnect St Peters interchange. I believe this for-profit road expansion will negatively impact the quality of life in central Sydney and surrounds.

Money that would be spent on this project would be better spent expanding public transit, which is a greater benefit to the lower-income residents of the city, and more environmentally sustainable.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Adam Davidson
[REDACTED]

Address:
[REDACTED]

Annandale, NSW
2038

Content:
Westconnex will be a disaster for local communities all around the inner west of Sydney filling already congested roads with cars, lowering air quality with unfiltered car emissions, 17 billion dollars would be far better spent on public transport.

[REDACTED]