

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

The New M5 will be a massive contributor to greenhouse gas emissions, while destroying important habitat and greenspace. WestConnex and the New M5 is a financial black hole that won't solve Sydney's traffic congestion.

Yours sincerely,

Raphaelle Grojean

Raphaelle Grojean
raphaelle.grojean@gmail.com
NSW 2043

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

The New M5 will have irreversible detrimental impacts on surrounding suburbs and communities. It will result in worsened traffic congestion on existing key roads; major projected increases in traffic volumes into local roads and streets; increased pollution; displacement through forced acquisitions; negative impacts on business precincts due to inevitable clearways on major commercial strips; and significant loss of green spaces, existing parklands, mature trees and biodiversity.

Yours sincerely,

Tor Land

Tor Land
torstenlandwehr@gmail.com
NSW 2224

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Public transport would be a better way to transport the population

Yours sincerely,

Janene Theol

Janene Theol
janene@btpartnership.com.au
NSW 2786

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Why spend all this money on roads which will only clog up anyway and which will only encourage more road use? Instead we should spend the money on improving public transport, particularly trains so that we have a world class urban train system that reaches out to the Blue Mtns and to Hornsby. If such a rail system existed and it was frequent enough and cheap enough and took people where they wanted to go with minimal changes of train we could get people of the road and save the environment, a lot of frustration from traffic jams and many injuries and deaths.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. Changes to the M4 will result in more expensive travel (tolls) with no increase in amenity or lessening of travel times. even regular short trips could be subject to a toll, such as travel to Penrith from Springwood. That would put much traffic on far less suitable roads such as Old Bathurst Road etc.

Yours sincerely,

Greg Chidgey

Greg Chidgey
 techidge35@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I object to Westconnex and the new M5 because I believe Sydney needs better integrated transport infrastructure that expands public transport networks rather than builds more megaroads. I am very concerned about the impact on Newtown, Erskineville, St Peters and Alexandria of the proposed St Peters interchange and the associated projected traffic numbers, which will severely change the character of these communities.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. I am concerned it will:

- negatively impact the fantastic green infrastructure in Sydney Park that the City of Sydney has invested in (on our behalf and with our rates)
- substantially increase traffic and create gridlock with traffic rat-running through roads already at capacity, such as Swanson St/Erskineville Road
- have negative impacts on the diversity of local businesses through making local roads far more congested

Yours sincerely,

Deborah Degeling

Deborah Degeling
dclairetaylor@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

We don't need more roads. We need a vision for the future which builds public transport

Yours sincerely,

Pauline Manley

Dr Pauline Manley
Unit 55 /17-25 Wentworth Ave
Sydney NSW 2000
paulinemanley@hotmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

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

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

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

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

Yours sincerely,

Sarah Nicholson

Dr Sarah Nicholson
 1 Collins Ave
 Woonona NSW 2517
 sass.e.nicholson@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

This decision to prioritise car travel over more healthy modes of transport (bicycles, public transport) is a highly regressive step in urban planning. The Newtown St Peters area has been flourishing as a vibrant, progressive, creative, green inner city space that people want to live in and others want to visit. Sydney Park is an incredible parkland in the inner city - it should be not hacked up and replaced by ugly, polluting motorways. Please rethink this proposal State Government.

Yours sincerely,

Lian Loke

Dr Lian Loke
14 Metropolitan Rd
Enmore NSW 2042
drlianloke@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Yours sincerely,

Vanessa Barrs

Dr Vanessa Barrs
36 Northwood St
Camperdown NSW 2050
vanessa.barrs@sydney.edu.au

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

More carbon monoxides/fumes from increased cars around my neighborhood. And additional congestion on an already congested road (King Street).

Yours sincerely,

Wen Yeow

Mr Wen Yeow
 Bridge St
 Erskineville NSW 2043
 whyeow@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

The impact of the construction and the new M5 will be the increase of traffic, noise and pollution

Yours sincerely,

Jurgen Conrad

Mr Jurgen Conrad
51 Simmons St
Enmore NSW 2042
jurgen.conrad@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

We need to get cars off the road not more

Yours sincerely,

Kris Gallen

Mr Kris Gallen
Unit 10 /170 Mitchell Rd
Alexandria NSW 2015
krisgallen@hotmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

It will provide some benefit to people living in outer western suburbs but will cause much problem to residents in inner west. STOP THIS MADNESS.

Yours sincerely,

Robin Wicks

Mr Robin Wicks
 Unit 13 /34-36 Livingstone Rd
 Petersham NSW 2049
 wicksrj@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I live in Newtown and work in Alexandria and as I don't believe in a NIMBY approach to issues like this I, at first, supported Westconnex. As part of my job it is necessary for me to drive in and around the city on a regular basis, however I no longer believe that Westconnex is the answer to increasing ease of movement around in and around Sydney. Spending the enormous amount budgeted for Westconnex on greatly improved public transport links will remove traffic from roads meaning that those that have to use the roads for trades and other business are able to. Anyone who has travelled around the city during school holidays will be able to tell you that the reduction in private traffic as a result makes travelling round the city much easier. I believe that reducing the number of private cars by providing suitable, efficient alternatives to travel is the way forward rather new road systems.

I don't believe that new roads are the best way to meet the objectives set out by the NSW govt. Other world cities are increasingly moving away from inner city freeways as a way of transporting people around - I don't understand what makes Sydney's situation or needs any different.

Yours sincerely,



The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I don't believe that more roads, carrying more personal vehicles is the best way forward for addressing Sydney's congestion concerns. I also believe that there is a significant emerging trend for people to not own their own cars - the combination of affordable, frequent public transportation and ridesharing services like Uber are bringing the cost of transportation down to a point where owning a car simply isn't necessary to get around the city.

Why, then, would we want to undertake an imposing, expensive road infrastructure project in the backyard of one of the most unique areas in Sydney, home to a vibrant community of people who embrace open spaces and urban greenery like Sydney Park? The demographic of the area is in complete opposition to the kind of community that would gain any value from WestConnex and the new M5, a point made even clearer by the fact that the proposed tolls for using these new roads push them into the category of "prohibitively expensive" for many residents.

Public transport and cycleways have much less barrier to entry when it comes down to it, less of an environmental impact, and will do more to reduce congestion both in the city and communities like Newtown.

Yours sincerely,

Angus Williams

Mr Angus Williams
154 Darley St
Newtown NSW 2042
aanguswilliams@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I believe in better public transport. Toll road will simply increase cars on our roads at the expense of our environment.

Yours sincerely,

Mamoon Reza

Mr Mamoon Reza
157 Darley St
Newtown NSW 2042
mreza01@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

The area around the end of the proposed Westconnex is already chocking in traffic and associated noise and exhaust pollution. Any increase would be devastating for the community living there, it would have s terrible adverse effect in the value of properties, quakity of life will be markedly reduced and - like any other such attempt here in Australia and overseas - it will not solve the problem the project purports to solve. In addition, adapting pollution benchmarks that are above WHO recommendations is unacceptable of a government of a country like ours.

Yours sincerely,

Peter Schneider

Mr Peter Schneider
27 Percival Rd
Stanmore NSW 2048
p.peter.schneider@gmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Yours sincerely,

Hugh Gaukroger

Mr Hugh Gaukroger
 29 Queen St
 Newtown NSW 2042
 hgaukroger@gmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Westconnex will add noise and visual pollution to the neighbourhood and promote ongoing and increased use of private motor vehicle usage into the future rather than favouring a transition to more comprehensive and reliable public transport options that lower emissions.

Yours sincerely,

Hilary Cam

Mr Hilary Cam
 34 Ivy St
 Darlington NSW 2008
 hilcam@tpg.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

All of the above and the impact on local roads

Yours sincerely,

Neil Murray

Mr Neil Murray
77 Newman St
Newtown NSW 2042
obelisk77@yahoo.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Yours sincerely,

Malcolm Zahra

Mr Malcolm Zahra
Fotheringham Street
Enmore NSW 2042
mallyzee@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I care about public transport, housing and the environment. More traffic won't help any of us.

Yours sincerely,

Harrison Harding

Mr Harrison Harding
Marrickville Road
Dulwich Hill NSW 2203
harriharding@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Public transport will see people moving faster than your short sighted option.

Yours sincerely,

Richard Hainsworth

Mr Richard Hainsworth
Pleasant Avenue
Erskineville NSW 2043
r_hainsworth@hotmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

This new project will destroy areas like Newtown and Alexandria by pushing more traffic into these already congested streets. Next will be clearway through King Street and it will end up being another Parramatta road.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. Again, money is taken away from public transport/ pedestrian and bike access to spend billions on a badly thought out project that will bring even more traffic to the area. The construction will bring hundreds of trucks every day for years driving through the already congested area.

Yours sincerely,

Don Pezzano

Don Pezzano
 9 Renwick St
 Alexandria NSW 2015
 donurbandon@gmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

This is an outrageous theft of essential public land and seems to be happening by stealth too. This Baird government seems to have little regard for ordinary members of the public and also it looks a lot like the government aligns itself totally with business. In many case, such as this, an apparent benefit to one aspect of public benefit also bastardises other elements of public good. Such as the unnecessary removal of a significant swathe of public green space, whilst simultaneously ripping off the properties compulsorily acquired to build the road. West conned is to be censored too and brought to account. No reduction of vital public green space!!

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. As a visitor to the park, I will find the reduced space a great shame especially with the increasing numbers of people who are using the amenity.

Yours sincerely,

Cheryl Akhurst

Cheryl Akhurst
 4 Surfers Pde
 Thirroul NSW 2515
 akhurstc@hotmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Where was the public consultation for this project? Why have contracts already been signed? Why is this even going ahead when there is no real evidence that there will be any long term benefit for this considerable public cost? Why are world class public transport options not even being considered? There are so many questions and reasons as to why I so VERY, VERY, VERY strongly oppose the westconnex project.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. I think I speak for everyone who lives in the Inner West when I say that I strongly believe that this project will create so much congestion, traffic chaos and pollution. It will kill off the vibrancy and individuality of one of Sydney's most unique and important suburbs such as Newtown and the businesses along King street will die, as they did along Parramatta road. A part of Sydney park will also be forever destroyed. All this without even a consideration for the future and the desperate need for a good and reliable public transport (and I don't mean more buses) - why is PT not even on the agenda? How many stupid mistake projects, which bleed the public purse need to go through before the government realizes what is really important and desperately needed here????

Yours sincerely,

Hanna C

Hanna C
Unit 22 /43 Hereford St
Glebe NSW 2037
hanna@sunnygirl.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I run parkrun at Sydney park on Saturdays - I love the open space in inner city living. We need to protect these spaces for a livable city. I am also very concerned about worsening congestion on King St and lack of consideration of cycling infrastructure.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. I use King St almost every day, Sydney park every weekend. I want the money spent on cycling infrastructure and public transport.

Yours sincerely,

Laura Rademaker

Laura Rademaker
97 Campbell St
Newtown NSW 2042
laura.m.rademaker@gmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Sydney Park is the back yard to many residents. You will be taking a part of our back yard away from us!

Funding would be better utilised if directed toward a green and efficient public transport system. There appears to be very little foresight in this ridiculous proposal.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. I will definitely experience greater congestion along King Street and beyond on my daily commute to work. This project lacks innovation and common sense.

Yours sincerely,

Johanna Baker

Johanna Baker
 NSW 2042
 cj.baker@bigpond.net.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Quite aside from the environmental impacts, the costs and the fact that public transport would be a more appropriate solution, I would like to comment on the social and tourism impact this project will have on our city. In recent years King Street Newtown has become a tourist destination for interstate and overseas visitors. Its vibrant shops and restaurants are a major economic contributor for the city and a defining cultural hub.

Westconnex risks destroying a valuable economic and social asset by changing the fabric of our inner city and in particular this unique streetscape. This debate is about more than transport and dollars - think before you destroy our cultural heritage.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. It will affect my health, the enjoyment of my suburb and its parks and the value of my property.

Yours sincerely,

Daniel Anderson

Daniel Anderson
113 Probert St
Newtown NSW 2042
danimalanderson@gmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Because of the huge amount of pollution that it will bring in and the fact that everyone knows that it is not going to benefit anyone living in this area. Not to mention that the bottom of King Street will become like Parramatta Road once the clear zone comes into affect.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. It will bring in pollution and will take away a huge amount of Sydney Park, plus the whole bottom of King Street will become a ghost town.

Yours sincerely,

Amanda Dearing

Amanda Dearing
 Unit 1 /122 Alice St
 Newtown NSW 2042
 a.dearing@ozemail.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

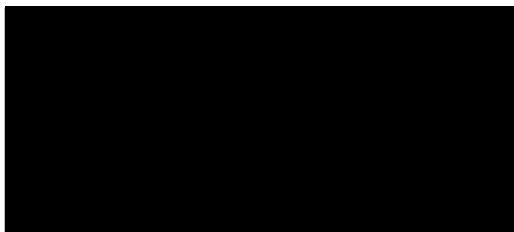
I object to this proposal because:

- 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.

Alexandria is already very congested. Westconnex will negatively impact all the residents by adding traffic, noise, pollution. It would damage an area where many families live. It is also very sad that part of Sydney park and many trees will be removed. I do not see the benefits of Westconnex. To me the costs seems very high for no obvious benefits. Also I do not understand why a residential street like Euston Road is being used? Have they considered Bourke Road or O'riardon street? In my opinion those streets are less residential and better suited for heavier, quicker traffic.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. It will impact on my travelling time to work as it will be more difficult to drive around (more congestion, and probably more restrictions - no turn there etc). It will impact my daily life with more noise and pollution. It will destroy an area I love, especially Sydney park. It will most likely decrease the value of my property

Yours sincerely,



The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

It will be hugely disruptive to the local community. It is a short sighted solution to the transport in Sydney - we'd be better served investing in infrastructure that uses light rail and other forms of public transport than an enormous motorway.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. It will impact the entire area - the local schools, the park that is at the exit of the motorway is going to be ripped up and the trees that shade it - this is a park where i regularly take my kids, and whilst there have enjoyed seeing all the other locals using the park too. As most houses don't have back yards the parks take on a greater significance and these being destroyed for another road and more cars seems like the public planning of the mid-20th century not now. Its breath-takingly short sighted.

Yours sincerely,

Angus Stevens

Angus Stevens
Unit 4 /274 Stanmore Rd
Petersham NSW 2049
angusstevens8@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

This has the potential to turn vibrant neighbourhoods like Newtown into the urban blight that is Parramatta Road. It is so difficult and so rare to be able to grow a Newtown! Don't destroy it by making King Street a clearway - it is incredibly foolish and an absurd, short sighted plan.

And the city should plan for a future with driverless cars in combination with advanced public transport - the answer is very clearly not WestConnex.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. It will likely destroy, over time, the vibrant urban culture of Newtown, as no one wants to walk on the side of a large motorway, and the establishments rely heavily on foot traffic (and slow foot traffic at that). So it will kill one of Sydney's best neighborhoods, not to mention the destruction of Sydney Park, which is absolutely stunning and wonderful for nearby residents.

Yours sincerely,

Lili Sussman

Lili Sussman
Unit 7 /82 Station St
Newtown NSW 2042
lilizhang517@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

We have too few parks and open spaces and too many motorways. Improving public transport would make more sense for managing traffic flow, environmentally and financially.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. It will poison the air I breathe as well as diverting taxpayers money from much needed public services.

Yours sincerely,

Alan McEvoy

Alan McEvoy
Unit 5 /81 Pitt St
Redfern NSW 2016
alanmcevoy7@hotmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

It will endanger the lifestyle of countless

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. Longer commute, no more joyful runs with my dog in Sydney park and no more leisure strolls in one of Sydney's most beautiful park.

Yours sincerely,

Yannick Laurent

Yannick Laurent
 43 Newington Rd
 Marrickville NSW 2204
 yannick.laurent7@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

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 also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. One of the most beautiful places to go to in Sydney is Sydney Park, The Tree removal (mature paperbarks)plans are devastating. To be replaced with more pollution in an age where environmental safeguards must be paramount.

Yours sincerely,

Wendie McCaffley

Wendie McCaffley
16 Daniel St
Botany NSW 2019
wendie@stwd.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I object to the WestConnex project because the business case has never been made public, has been independently shown to increase traffic congestion in the inner city and diverts crucial public funds to a privately-operated lemon project which won't be used by most people choosing to avoid tolls.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. The increase in pollution from exhaust stacks in residential areas will result in health consequences to myself and other people in these areas.

Yours sincerely,

James Cruz

James Cruz
71 Elswick St
Leichhardt NSW 2040
jamescruzau@gmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

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.

I want to see more public transport and more efficiency in the system to encourage more people to use it.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. These new roads will add to traffic congestion and pollution in my neighbourhood, Newtown. This will be a less pleasant environment in which to live.

Yours sincerely,

Louise Fitzgerald

Louise Fitzgerald
 56 Hopetoun St
 Camperdown NSW 2050
 sumactuna@gmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

More roads mean more cars, this is a sweet heart deal for your mates at the expense of the community that you are meant to serve. Your post political career will be framed by the misappropriation of billions of dollars of other peoples money.

Yours sincerely,

Finton Mahony

Finton Mahony
 Bourke St
 Surry Hills NSW 2010
 fintonm@hotmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I am a taxpayer and as such am entitled to have a say in how my money is spent.

Spending the huge amounts of money involved in this project on something that will decimate parkland and will not be effective in the reduction of traffic congestion is irresponsible and alternatives should be found.

Yours sincerely,

Virginia Thomas

Virginia Thomas
 8 Wilbung Rd
 Ilawong NSW 2234
 bt.vt@live.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Yours sincerely,



The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I live in the area and am concerned about the effect that this proposal will have on the traffic and amenity for locals. I am also deeply concerned that a large area of Sydney Park will be lost to the public as a result of the proposal.

Yours sincerely,

Noriko O'Leary

Noriko O'Leary
27 Burren St
Erskineville NSW 2043

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I object to the new westconnex because this is not the solution to the problem. We should be encouraging more people to take public transport by investing in better, more sustainable alternatives to cars. Scrap westconnex and think again.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me and my family. I live in Erskineville just a few minutes from Sydney park. The park is a great asset to the area and to tear parts of it up so soon after it has been regenerated would be too sad, not to mention incredibly wasteful. If the park is surrounded by busy intersections people will no longer enjoy going there and it will become a dead space once again.

Yours sincerely,

Callum Richardson

Callum Richardson
callum.d.r@gmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I object to any reduction in the size of Sydney Park. It is only just large enough as it is. For it to serve as a useful recreational area for a high population density community it should not be reduced at all.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. It will reduce the area of Sydney Park, increase the traffic on King Street and impact negatively on the unique culture of the Newtown area.

Yours sincerely,

Rod Dyson

Rod Dyson
 95 Wells St
 Newtown NSW 2042
 roderick.dyson@sydney.edu.au

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

This project has no transparency or accountability, it will ruin the community i live in, and it completely ignores all modern thinking that public transport is the way forward, not massive spaghetti interchange road.

This solves nothing, and decimates a community

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. It will ruin mean that the end of my street that i call home will have a six lane highway going through it.

Yours sincerely,

Kirsten Rowlingson

Kirsten Rowlingson
 Brown Street
 St Peters NSW 2044
 Kirsten.Rowlingson@Pacifcmags.com.au

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

The new M5 will be a massive contribution to greenhouse gas emissions and is a financially a black hole which won't solve Sydney's traffic congestion.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. It will significantly increase air pollution significantly.

Yours sincerely,

Michael Amos

Michael Amos
 1 Deller Pl
 Blakehurst NSW 2221
 michael.amos80@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I live in Newtown and Enmore Rd and King St are already heavily congested with existing traffic. We need much better public transport to remove congestion and reduce carbon emissions. Other major cities such as London, Paris and New York manage to do it. Why can't Sydney? It's crazy to cut down trees that help to filter inner city air, and reduce Sydney Park, to make way for more polluting traffic.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. It's going to make St Peters, and King Street, an exhaust-filled car yard. As an inner city resident, I want better public transport, not more cars and trucks thundering down King Street.

Yours sincerely,

Merilyn Fairskye

Merilyn Fairskye
PO Box 590
Newtown NSW 2042
merilyn@fairskye.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Completely over the top and it won't solve the problem of congestion in the city, it's actually making it worse!!

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. It's gonna cause traffic chaos all around king street and increase traffic in our area on Stanmore road.

Yours sincerely,

Stefanie Wetzel

Stefanie Wetzel
155 Stanmore Rd
Stanmore NSW 2048
wetzstefanie@yahoo.com.au

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Hi,

I understand the need for this road, but the encroachment on public green space is unacceptable.

Sydney Park has excellent patronage and is a chance for members of the local community to "escape" the city and enjoy an open space, which is fairly limited in that area.

Please re-consider the amount of park to be taken up as part of the development.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. it will reduce the ability for my children to use the park, something which they do frequently at the moment and for various reasons.

Not only do we enjoy the playground, but the bike tracks and searching for local flora and fauna, such as the colony of microbats that live there.

Yours sincerely,

Elki Sanchez

Mr Elki Sanchez
 649 S Dowling St
 Surry Hills NSW 2010
 elkis@nchez.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

It's a project that has been pushed forward without community consultation. The Inner West will be crossed by a huge system of roads that will bring more cars and more pollution to our suburbs, when what we really want is a better public transport system and less cars.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. King Street, Newtown will be un-navigatable for pedestrians. Newtown shops will be affected. All the bits of roads that already exist will be bottle necks, and travel times will not be reduced.

Yours sincerely,



The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Centralises transport related pollution in urban city, it adds to congestion rather and dissipating, add considerable cost to transport users. Urban transport must focus at improving public transport and discourage the constant use of private transport. I lived in Sydney until recently.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Little on me, but family members living in Sydney will bear cost

Yours sincerely,

Armando Soto-Vieira

Armando Soto-Vieira
18 Carranya St
Camp Hill QLD 4152
desotovieira@hotmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

It will add to the congestion in Newtown and impact on the amenity of our community. If we genuinely want to commit to our emissions targets we needed more public transport not more roads.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Local traffic congestion and pollution

Yours sincerely,

Rebecca Reeve

Dr Rebecca Reeve
65 Cambridge St
Stanmore NSW 2048
r.reeve@unsw.edu.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Because the money should be spent on public transport.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Loss of parkland at St Peters

Yours sincerely,

Amy Way

Amy Way
13 Bishopgate St
Singleton NSW 2330
amyway1000@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Pollution, destroying the village atmosphere, the loss of the town and country pub. Not one person I know in my area of St Peters wants it.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Loss of the village atmosphere, my local, the Town and Country. Pollution

Yours sincerely,

Peter Hawkins

Peter Hawkins
77 Wells St
Newtown NSW 2042
pete_hawk@live.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

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

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Mitchell Rd and (especially) McEvoy St/Euston Rd are already choked with traffic for much of the day. The extra volume of cars from WestConnex will make Euston Rd, Mitchell road and the surrounding streets (I live in Belmont St.) virtual carparks. Little or no thought has been given to where the increased volume of traffic will go or how it can be managed. The result will be a major exacerbation of the traffic problems on roads that are already overloaded, with accompanying noise and air pollution and increased levels of road rage/stress.

Yours sincerely,

Andrew Kelly

Andrew Kelly
53 Cavendish St
Stanmore NSW 2048
rieflin@optusnet.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

We don't need a more polluting road and fewer trees and public green. We need good air for us and the future generation. Scientific research shows that more roads=more traffic. We need to implement public transport and create more (and safe) bike lanes. It's really not utopian at all but something rational to do.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. More pollution, more noise and the loss of a part of our beloved Sydney Park. And what about Petersham Park?

Yours sincerely,

Laura Burroni

Laura Burroni
43 The Boulevarde
Strathfield NSW 2135
lauraburroni@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

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.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. My neighbourhood of Newtown, including King St and Sydney Park will be adversely affected, and the city I love will be carved up by roads and tunnels, without the public

transport that is needed to improve access for all parts of Sydney, and without the freight solutions that are needed. But worse for me will be the knowledge that my grandchildren and future generations around the world will be negatively impacted by a decision at this time in history to commit to ever more burning of fossil fuel, despite what we know about the consequences.

Yours sincerely,

Janet Kossy

Ms Janet Kossy
64 Reiby St
Newtown NSW 2042
jankossy@optusnet.com.au

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

This project lacks clarity in regards to what Sydney needs in the future. It is at odds with international trends and is a waste of money that will encourage more people onto the roads, thus leading to more congestion.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Newtown must preserve the culture that has been developing for many years. This road infrastructure development is short sighted and seems like a band aid solution. A holistic approach would include elements such as:

- decentralised CBD to minimise car travel into the city, instead offering Parramatta, Chatswood and Hurstville as alternative options
- public transport to be upgraded to encourage people off the road and onto a rapid transit system linked with buses, trains, trams, cycling and walking
- a pedestrian and bicycle friendly king street where people are encouraged to stop off, grab a coffee and have a chat. By making road travel more efficient, people may have an extra few minutes here

and there but what will they do with it? With a tram system, people could get on and off at their leisure and actually enjoy their trip rather than the typical suit in a sports car stopped in traffic, repeatedly hitting the horn and basically being a dick

- with more cars on already congested inner west roadways, the westconnex construction is an obvious political stunt to create short term jobs, displace a number of people long term and create a roadway that will shave a fraction of travel time for those travelling. Losing any part of sydney park will be a shame and it is clear that longer term planning and sustainability must be interwoven into all transport projects for sydney now and into the future

<http://cdn.newtownproject.com.au/wp-content/uploads/2015/09/eleven-300x216.png>

Yours sincerely,

Chris Matthews

Chris Matthews
Rochford Street
Erskineville NSW 2043
whatsyourgame@hotmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Before air traffic control existed, aircrew operated under the 'big sky theory'; in that it was a big sky out there and very few aircraft, therefore the chances that they'd be in the same place at the same time were minimal, and the likelihood of collisions negligible. The advent of aerodromes saw an increase in the likelihood of collisions as aircraft were all aiming at the same point, the runway; airspace got congested, everyone was aiming for the same place. Thus air traffic control came into being.

Consider Sydney city as the aerodrome, everyone is trying to get there. No matter how much we stack those vehicles into holding patterns, there simply isn't enough capacity to fit them in. The runway is occupied and the gates are full. So they may get close, but what happens when all of those vehicles on the lovely new and/or widened arterials actually arrive at the edge of Sydney? They stop, sit in traffic, and wait. They're closer to the destination than they used to get in the past, but they're still waiting. Because there's nowhere to go. Sydney is full.

More roads equals more cars. How about improving the public transport system instead?

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Parking and traffic are already an issue where I live. The development of so many commercial buildings into apartments is only decreasing the appeal of the area as there are fewer amenities for an ever increasing population. Now add the construction of an ill-considered arterial into the mix and the area simply becomes famous for its pollution, congestion, and noise. Now that I think about it though, the parking situation may actually improve; I'll just put my car out on Parramatta Road. The traffic won't be going anywhere anyway.

Yours sincerely,

Fleur James

Fleur James
Barr Street
Camperdown NSW 2050
fleurjames1@hotmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Carbon pollution is a big international problem and hence Federal Australian government is taking action and investing Australian taxpayer's money to reduce pollution. However, N.S.W. state government is planning to increase carbon pollution by constructing WESTCONNEX and the NEW M5. N.S.W. government is not only wasting state money by investing money in Westconnex and New M5, but also wasting Federal government's money and building an obstacle to achieve national and international carbon control target.

N.S.W. government can utilise that money in better rail track so that train can run faster, so that we can increase frequency of train. N.S.W. state government can also invest in light railway, so that public do not have to use car to go from one place to another. Australia import cars and petrol products import from foreign countries. Hence by building Westconnex and New M5, we will be sending our money to foreign countries and making our country poor.

Carbon pollution will affect the health of the people who live near Westconnex and New M5. This will increase the health expenses of the N.S.W. government's health budget and will also increase

the health related expense of people living near Westconnex and New M5. On top of that the drivers of cars will be under stress while driving car, which will cause health problem.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Personally it may or may not have any impact. However, when it affect the N.S.W. government's economy, it will affect all the residence of N.S.W., whether we like it or not.

It is clear traffic in King St. will increase. This will increase noise and pollution in King Street, Newtown. Research has shown that noise and pollution are the major cause of many health problems, including cancer.

Yours sincerely,

Keshaba Baidya

Keshaba Baidya
10 King St
Newtown NSW 2042
keshabbaidya@hotmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Pollution

Devastation of green corridors and survival of wildlife

Destruction of communities

The only difference it will make to traffic is funnelling more cars onto Parramatta Rd

While the rest of the world is working towards undoing its dependence on fossil fuels, Westconnex is ensuring more cars on the road, more pollution in the air, more fossil fuels coming out of the ground. How does this make sense?

We should be investing instead in efficient public transport - what public transport could do with the money being spent on Westconnex would solve all our transport problems.

Inexcusable waste of taxpayers' money.

Nobody wants it - this has been made clear from the community actions, the anger and outrage at having this thing foisted onto us. In a democracy, elected civil servants are obliged to listen to the community. If they continually refuse, one has to wonder what they have to gain from ignoring what the public demands.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Pollution

Devastation of green corridors and survival of wildlife

Destruction of communities

The only difference it will make to traffic is funnelling more cars onto Parramatta Rd

While the rest of the world is working towards undoing its dependence on fossil fuels, Westconnex is ensuring more cars on the road, more pollution in the air, more fossil fuels coming out of the ground. How does this make sense?

We should be investing instead in efficient public transport - what public transport could do with the money being spent on Westconnex would solve all our transport problems.

Inexcusable waste of taxpayers' money.

Nobody wants it - this has been made clear from the community actions, the anger and outrage at having this thing foisted onto us. In a democracy, elected civil servants are obliged to listen to the community. If they continually refuse, one has to wonder what they have to gain from ignoring what the public demands.

Yours sincerely,

Hilary Bell

Hilary Bell
193 Norton St
Leichhardt NSW 2040
hilarybell07@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Re. Motorways: More roads = More traffic. Because new motorway exits will be the new congestion points, each exit will need to become another motorway in the future.

Re. Impact on King St Newtown: A road is something we use to get to where we want to go. King St Newtown is arguably Sydney's most vibrant, cosmopolitan precinct with the biggest choice of restaurants, cafes, etc. But if the new motorway destroys one of the very things people are trying to get to (in this case, one of Sydney's cultural highlights) - then the motorway shouldn't go ahead.

Re. Transport solutions: At \$509,000 PER METRE, i.e. estimated cost of WestConnex, that is an obscene amount of money to spend on creating numerous, significant new traffic jams with a possible/probable negative outcome on traffic flow. The money would be far better spent on public transport.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Re. impacts from increased traffic:

* Increased air pollution, including, for example, carcinogenic particles from diesel exhaust.

* Increased noise.

* Decreased safety on local streets as a bicycle rider.

* Loss of arguably Sydney's most cosmopolitan street - King St Newtown, where businesses will close due to loss of patronage due to increased traffic, whether or not longer clearway times are installed.

Yours sincerely,

Daniel Hirschfeld

Mr Daniel Hirschfeld
138 Gowrie St
Newtown NSW 2042
dannyh123@optusnet.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

More roads historically bring more cars.

We should be installing more trains. All the great cities I visit have easy to use metros and trains.

Last year I had to work in Ryde. As I live in the inner city I had 2 options: drive or bus. I chose to drive. It was the worst year of my life.

I have vowed to never accept a job that isn't on the train line.

St Peters is one of the last remaining districts of "cool Sydney". I visit record shops and antique stores and cafes on South King street. In my opinion it is the last cultural hub in Sydney that compares with European cities or Melbourne.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. It will bring more cars to the already clogged streets. It will destroy one of my favourite parts of Sydney.

I also love Sydney park and often walk there and I hear it will be impacted.

Yours sincerely,

Lara Pash

Lara Pash
21 William St
Redfern NSW 2016
lara.pash@gmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.
- 6) It is a waste of public money that would be much better spent on public transport infrastructure and with plenty more money left for other initiatives and even reducing the debt if that's what matters
- 7) None of the pseudo positive impacts will ever get realised (e.g. shorter commuting, more fluid traffic etc), they are lies built on wrong assumptions that do not stand the exercise of scrutiny. Hence the financial disaster in the making will be even bigger then ever imagined.
- 8) Throughout the map of the new M5 planned location a majority of voters have voted against the government, clearly expressing the opposition of every parts of the city affected by this project. To push forward with Westconnex is a plain denial of democracy.
- 9) The negative impacts in terms of quality of life for the whole innerwest is enormous in terms of pollution (air pollution, noise, visual, odours etc), isolation of suburbs by the spaghetti interchange, destruction of valuable parkland, destruction of housing, increased traffic congestion, disappearance of local businesses on exit roads that will become through fare 2 to 3 lane highways.

10) The negative impact on the whole of Sydney that will be the laughingstock of other major cities worldwide. The attractiveness of Sydney will be affected and so will be its competitiveness compared to other major centres of creation and economic development.

11) The negative impact on the whole planet due to greenhouse gas emissions and the favouring of the individual car versus less polluting public transport solutions

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. It will destroy all the attractiveness that the InnerWest has, its specific culture, the feeling of quietness while being close to the city, a sense of community. If you take it further it will open the road to a disappearance of the area current landscape replaced by monstrous multi-story apartment blocks (which is certainly already the master plan of the government's department of planning)

Yours sincerely,

Nicolas Francois

Nicolas Francois
22 John St
Erskineville NSW 2043
nclsfrancois@gmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Because it does not provide a solution to the problem at hand. The problem is traffic congestion in a city with a forecasted population increase from 4.7 million people currently, to 5.9 million in 2031. The solution to reducing traffic congestion is to build effective mass transit systems, not more roads. This has already been demonstrated across the world in cities such as Copenhagen, Berlin, Paris, London, Hong Kong, New York, Seoul, Taipei, Tokyo and Moscow to name but a few. Why are we always decades behind the rest of the civilised world in our infrastructure solutions? I believe this scheme will cause completely unnecessary and irreversible damage to the environment and the amenity value of Erskineville, St Peters and Newtown as a result of the chosen location and route from the St Peters Interchange and subsequent funnelling of traffic along King Street, which is currently a local high street.

As a taxpayer I object to my hard earned money being spent on such a heavily criticised scheme. I feel our money should be spent on a mass transit system, which would have far less negative impact on the natural and social environment and have a greater long term benefits to future generations.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. It will have a negative impact on my life due to having immense traffic congestion on local roads, caused by the traffic being funnelled from Westconnex down King Street and by other traffic using alternative local routes to avoid the toll charge. I am concerned about the unavoidable loss of parking along King Street, which is currently a vibrant high street and the overall impact on the amenity value of the thriving suburb of Newtown. I fear that King Street will become like Parramatta road. The air quality is a major concern, with stacks proposed near the green space used for passive and organised exercise. Finally, I'm and concerned that my tax dollars are being wasted by creating another problem, rather than addressing the real problem here, which is lack of a decent mass transit system. Planning officials should be ashamed of themselves and their lack of foresight.

Yours sincerely,

Rachael Burns

Rachael Burns
35 Refinery Dr
Pymont NSW 2009
rachaelburns75@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I live in Enmore and regularly use Sydney park for recreational purposes. Building this there will destroy the nature we have here, as well as heavily adding to the air pollution, which with even less park, will not be mitigated in any form.

I also drive in the inner west every day, and traffic here cannot handle more expansion, king street cannot deal with peak hour traffic as it is without thousands more cars coming in, not to mention the grid lock it would cause through Redfern, Alexandria, etc, as people drive through to access South Dowling Street.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. It will impact my daily commute, I use public transport as well as driving in, and both busses and cars will be delayed hugely by this development.

There is no way you can add thousands of cars a day, in this area, and not realise that you will cause complete gridlock.

Air quality will suffer due to added car pollution, and as someone who suffers asthma badly as it is, the idea of all the added pollution is terrifying.

Yours sincerely,

Sitiveni Whippy

Mr Sitiveni Whippy
44 Tupper St
Enmore NSW 2042
sitivenitalei@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I object to Westconnex and the new M5 because it will increase traffic congestion and pollution, and this will be in an area that already has a lot of traffic and is frequently congested. The destruction of a large part of Sydney Park by almost doubling the amount of land required for the project will have detrimental impacts on the various habitats in the Park that Sydney Council has worked so hard to put in place over recent years. The Park is there as an oasis in a global city and is much needed by residents to help them relax and enjoy some fresh clean air. The area of the Park under threat also incorporates or is very close to the AIDS Memorial Grove. This grove is the result of the hard work of many volunteers over many years, including myself, to establish a lasting memorial to those people who have paid the ultimate price to a deadly disease. I am deeply upset and find it inconceivable that anyone should even consider ripping up the Grove or the area next to it. These people died and you want to bulldoze their memorial. It's disgusting that you should even think it.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. It will make it more difficult and hazardous to cross to Marrickville Metro from Alexandria if I want to keep shopping there, as I usually travel along the sides of the Park there and back. I will also not visit the Park for leisure. As a keen amateur astronomer, some parts of the

Park are the only areas left where a good view of the night sky is possible in Sydney. If the Westconnex and new M5 projects go ahead then those last few places will be gone.

Yours sincerely,

Nigel Thomas

Mr Nigel Thomas
508 Riley St
Surry Hills NSW 2010
nigel_thomas19@yahoo.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

The case for it has been doctored by giving an inordinate value to every minute saved on a trip. The first absurdity of this is the assumption that all trips are from end to end of the Motorway! Even if you accept this, the cost benefit is still only \$1.79, a very paltry return! Then, at the macro level, no analysis is given to the fact that vehicular demand increases as roads are made available! In other words, building more motorways is like King Canute trying to stop the ocean tide coming in! Before one even looks at the alternative of more public transport, the big issues besides Inelastic vehicular demand are the major emissions generated and the dis integrative impact on communities along the way of this "through" traffic monster.

No analysis is offered on the types of trips, that is the variety of journeys other than end to end movements, but even a cursory glance at the possible routes (the government has cheerfully refused to provide the detailed route) shows suburb after suburb torn apart and life made very difficult for residents as pollution, continual traffic, loss of street parking and near inability to make inter or intra- suburban trips becomes the "natural order". All this for some increasingly hypothetical residents of the outer Western suburbs to make a complete journey on the motorway length, and for a trip saving of minutes!

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. It will make life in Enmore and Newtown near impossible. A continual thick stream of traffic will not only impact massively on quality of life in terms of pollution and noise but will effectively bisect the suburbs and make small, intra- suburb trips, such as to the shops, gyms or pubs, almost impossible. With street parking massively slashed to allow lanes for this " through" traffic, it means many residents will have to get rid of their cars as the houses cannot provide off-street parking! Parts of the suburbs will effectively become islands as cars won't be feasible and public transport will be both inadequate and unable to provide links outside the motorway routes

Yours sincerely,

James Archibald

James Archibald
41 London St
Enmore NSW 2042
60station@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

The concept of an urban motorway is outdated and destructive of urban fabric. It removes homes, is hostile to pedestrians to whom it presents a solid barrier - just look at how North Sydney is divided from Kirribilli and Neutral Bay - its all unwalkable, hostile, exposed and plain ugly.

Westconnex will demolish parks, trees and friendly streets with existing communities who are being forced from the security of their homes. This is a recipe for extreme disquiet and is no way to support a modern city. It will pour ever more pollution into people's lungs, at huge public health cost. Congestion will never be solved by building more motorways - the urgent need is for public transit solutions (heavy rail, light rail, and provisions for cycling and walking in pleasant, shady surroundings).

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. it will pour more vehicular traffic into central sydney and make casual, important circulation impossible.

A majority of commuters and travellers should be on public transport, freeing up road space for vehicles which are necessary for workers (eg tradies), emergency services and other incidental

traffic. Heavy rail should take care of truck traffic (containers) out of Botany Bay and inner urban areas. Sydney's eastern suburbs are becoming increasingly "roadlocked" and impossible to exit or access for many hours in the day. This is a hopeless situation.

Yours sincerely,

Mora Mora

Mora Mora
3 Judges Ln
Waverley NSW 2024
mmain@ozemail.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I object to Westconnex as expanding road infrastructure and creating a major traffic interchange on the edge of Newtown is an old fashioned solution which will not fix future Sydney transport needs. As population increases so does cars as a transport solution if no public transport is available and in 10 years the government will want to expand roads again because their capacity has filled again..

As Sydney grows to a super city ,public transport is the solution for moving people from point A to B and as population and building density increases more parks and public space will be required for recreation.

Taking existing park land from Sydney park is not the answer ,inner city people require green space and already have to endure pollution, traffic, aircraft noise. There should be no trade off or compromise for public space or green belts ,a major road interchange next to one of Sydneys major park lands is not a healthy solution for local residents.

A city of the future requires a contemporary solution , once again government is being pulled along by private enterprise driven by an objective to make money only with no concern on the impact to local communities.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Congestion, pollution , noise , restricted access + removal of existing parklands More cars using back streets as rat runs

Yours sincerely,

Mark Rath

Mark Rath
90 Angel St
Newtown NSW 2042
MRath@nine.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

A-The westCONNEX also destroys hundreds of hectares of trees and parklands, including the critically endangered Cooks River Scrub at Beverly Hills. This was a condition of approval on the first M5.

B-WestConnex means that we are gridlocked in our suburb, as our local roads need to absorb another 50,000 cars per day - that are avoiding the expensive M5 tolls.

C -WestConnex does not deal with the real cause of traffic congestion - ie lack of public transport

D - WestConnex means unfiltered exhaust stacks located near our homes and schools, such as McCallums Hill Primary Kingsgrove, Regina Coeli Primary Beverly Hills, Kingsgrove High, Kingsgrove North, Arncliffe Primary, St Peters Primary, Haberfield Primary - and these are the highly impacted ones I know. There are 9 schools altogether impacted by just the one poison stack at Kingsgrove.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Cooloongatta Rd Bridge widening at Bev Hills - right across my road. Destruction of the trees and shrubs that the community planted to repair our suburb after the first M5. We then get 12 lanes of motorway, a stinking plastic wall to give light to the motorists (to hell

with the residents who don't want to see it), a loss of our important linear walk (10 hectares of park and bush) and finally an unfiltered poison stack some 1200 metres away - for which the wind blows it our way.

Yours sincerely,

Bronte English

Bronte English

8 Elouera St

Beverly Hills NSW 2209

bronte.english@outlook.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

WestConnex makes no sense as a roads or transport project. Its business case, hidden from the public for over 2 years since it was condemned by the NSW Auditor General, now reveals that unrealistic (at best) or deliberately fraudulent accounting was used to give the appearance of a project that might yield useful benefits to the public that justify the spending of billions of our tax dollars. The EIS reveals that by 2031 at the latest (only 8 years after Premier Baird plans to open the "finished" tollway), WestConnex and its surrounding roads will be almost permanently gridlocked, having starved public transport of vital funds, and forced tens of thousands more vehicles onto the road system.

However, WestConnex does make sense as a scheme to transfer tens of billions of public dollars into the hands of prominent Liberal Party donors and mates, behind the mask of "critical infrastructure" provisions, which have so far enabled the NSW government to avoid compliance with any requirements for transparency or accountability, as well as any other laws that normal developments are subject to. The constantly spiralling price tag (from \$10,000,000,000 in 2012 up to \$16,800,000,000 today); the contempt for the homeowners and businesses who have been bullied out of their houses and commercial properties without receiving adequate or lawfully required

compensation; the inept design of new roads that all end in tight bottlenecks which ensure massive traffic jams will spread for miles and make the case for yet more spending to demolish homes and widen suburban roads; the huge conflicts of interest that ensure companies that make the EIS an argument for more tollways also receive tens of millions of dollars worth of contracts to build those tollways; the tactic of signing billions of dollars of public money away in building contracts in the absence of a viable business case and before the public has even had a chance to participate in the planning process; the practice of using secrecy, corporate confidentiality dodges (eg: where the only 2 shareholders of Sydney Motorways Corporation are the Treasurer and Roads Minister), and flat out deceit to avoid public scrutiny, and the sky-high projected tolls for what will be a privately owned toll road system by the time the public who paid for it are allowed to drive on it; and the fact that none of the efficient mass transit options for reducing congestion that have been adopted by comparable cities around the world over the last 30 years have even been considered, all demonstrate that while the shadowy figures behind WestConnex may know nothing about how to solve Sydney's congestion problems and care less, they have learned a great deal about how to generate easy cash by the billion from failed and dodgy roads projects, all at the ongoing expense of the Australian taxpayer. And it should be borne in mind that many of those raking in billions from the WestConnex scam are either not Australian or not payers of tax in this country.

The above list is, unfortunately, just the beginning of my reasons for objecting to the WestConnex scam.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. I live about 100m away from the St Peters Interchange site. It used to be a useful rubbish transfer station, a much better neighbour than it will be if WestConnex is allowed to proceed. According to the advertisement for the tollway that is dressed up as an EIS, I and my neighbours, schools and small businesses will be subjected to 16 hour a day construction noise, dusts of varying toxicity, thousands of large truck movements through our local streets, the destruction of large sections of our beloved Sydney Park for road widening and construction vehicle parking, the loss of over 1000 local mature trees which give vital shade and air cleaning services, the loss of many good friends and neighbours who have been forced from their homes illegally, including our kids losing many of their schoolfriends who have been forced to relocate to distant areas because of that illegal displacement.

Then, once stage 2 is finished and the new M5 begins dumping 50,000 extra vehicles into local streets each day, we will have the permanent traffic jam to deal with. Euston road will be blocked solid for at least 4 hours a day, making it impossible for any cars in my street to make most trips that are possible now. I will be unable to enter my road, having lost the right turn entry as well as another right hand exit turn from the neighbouring street. Turning left from that street into Campbell road will be a life-threatening exercise, as WestConnex has reduced visibility of the oncoming 3 lanes to zero, and there will be no traffic lights to make up for that. About 300 residents will be trapped in this way. Of course we can still use St Peters station, if the trains still stop there. Closure has been announced. Walking will be hampered by a dramatic increase in vehicle generated smog on every street, and fewer safe road crossings. Did I mention that 2 new concentrated vehicle exhaust stacks are planned for my area, 100m and 400m from my front door? Anybody who lives 200m or less from a normally busy road has 2-3 times the usual likelihood of developing lung cancer, but that doesn't count the emissions from the stacks of 3Km of concentrated car exhaust, which Roads Minister Duncan Gay has claimed will actually make the air cleaner. The local primary school is right in the way of that as well. Apart from the extra traffic jams and smog, I can also look forward to the vibrations from Mr Gay's "magic tunnel" which will be going right under my home. WestConnex publicity insists that it will be about 40m down, so nothing to worry about, but the engineers who will actually design and build the thing assure me that it will be more like only 15m under my place

because of the government's insistence on having a maximum of 5 degree slope coming out of the tunnel, and I'm close to the entrance/exit. Close by in Campbell street they will be installing large iron girders in the road surface, topped with heavy steel sheets to prevent cars falling through in the event of a tunnel collapse. Nothing like that planned for the homes though, we're on our own. Then there will be the blasting of the tunnel to live with; both the vibration and noise, as well as the constant fear of the house collapsing. My place was built in the late 1940's, when cement was still under the war rationing system. Bricklayers learned to put up houses with very little mortar then. I have had no cracking or settlement issues with the house, which is lucky because it's on reactive clay. if anything goes wrong I can rely on WestConnex to deny responsibility, as they have done in every other case so far.

From 2019, the huge extra traffic burden on local streets will begin to force the RMS to declare 24 hour clearways in King street and Edgeware road, and probably Euston road through Alexandria as well. This will kill off many local businesses that have survived the forced evictions in 2015/16. So much of the amenity of my local area will be lost, and of course the value of my investment in my home will go down as a direct result, as it will for all my neighbours. Any chance of getting compensation through the courts will be wiped out by the impending bankruptcy of NSW, whose current government is enthusiastically draining its coffers while running up huge and unrepayable debts. So I, like you dear reader, will be unable to depend on state public services from the 2020's on, because the funds for them will have run out by then. I bet the politicians wages and perks will be the last to go. The WestConnex scam will have played a major role in bankrupting the state, as the tollway will cost much more to build than will be realised through it's sale to Transurban, and that money will be squandered on more road widening to solve the congestion problems caused by...the WestConnex scam.

Yours sincerely,

John Bartholomew

John Bartholomew
61 Crown St
St Peters NSW 2044
john.bart@live.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

This is not a long-term solution. Our tiny streets in the inner west are not built to accommodate heavy traffic. We need what little parking we have for the residents who live and have sunk their life savings into buying their little piece of real estate. It goes without saying that the more cars that come into this area (inner west) and into the city, the more parking spaces will be required. What is Westconnex doing about the parking situation? Are they building more parking spaces? And if so, are they going to be free parking spaces or paid for!? So our tax payer dollars are to be used against our wishes in the inner west! Will we be charged for tolls that might be installed later on down the track in our backyard just so we can get out of the area? Because how will Westconnex make money out of this venture once they have built it? Because no doubt someone will want to continue making money. And how will all this affect Edgware Road which is already bottlenecked now without Westconnex's monstrosity. And what impact will the impending expansion of Marrickville Metro have on all this? Their expansion is designed to draw more people to the area to shop. All I can see is a big mess and a cobbled together approach rather than a big picture view on how to make this work for everybody and not just big business.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. I live and work on Edgeware Rd. This monstrosity may decimate my business, my livelihood. Our tiny streets in the inner west are not built to accommodate heavy traffic. Already there are car smashes at least once a week in front of my house because there has been no sensible planning regarding traffic control. We need what little parking we have for the residents who live here and have sunk their life savings into buying their little piece of real estate. Residents/rate payers on Edgeware Rd need their parking. It goes without saying that the more cars that come into this area (inner west) and into the city, the more parking spaces will be required. It appears my tax payer dollars are to be used against my wishes with the construction of this monstrosity. Will we be charged for tolls that might be installed later on down the track in our backyard just so we can get out of the area? And how will all this affect Edgeware Road which is already bottlenecked now without Westconnex's monstrosity. And what impact will the impending expansion of Marrickville Metro have on all this? Their expansion is designed to draw more people to the area to shop. All I can see is a big mess and a cobbled together approach rather than a big picture view on how to make this work for everybody and not just big business.

Yours sincerely,

Ngaio Richards

Ms Ngaio Richards
230 Edgeware Rd
Newtown NSW 2042
ngaiorichards@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

These are 20th solutions to traffic gridlock and congestion that have been completely discredited. More roads means more cars. What is needed is well planned, fast and efficient public transport so that those who don't need to be on our roads can move around the city. In my community of Alexandria this will have terrible effects on noise, traffic, air quality and it proposes to disrupt our beloved green space, Sydney Park. It proposes 60,000 cars per day on McEvoy Street when already it is at capacity with 5,000 a day, and rising with all the development around here.

It is also budgeted to cost \$17 billion -- yet there is no explanation of where the money will come from to pay for it. What other options that are more sustainable, more effective and less costly were considered? If this sum is found, will that mean we have no budgets for public transport, education, health. The project is so insane, so rushed, so unaccountable that many in this community think that corruption is involved. If that is the case, then it needs to be referred to ICAC.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. I live in Alexandria and every day I walk in Sydney Park so it will have a devastating effect on me during the construction phase because of the plan to take over part of

Sydney Park for the construction. There is no where else for us to walk pets, meet with friends, enjoy wildlife in this area. Then, if it goes ahead it will spew ten times the current flow of traffic onto our streets, increase noise and air pollution. This is the 21st century, surely we should be opting for clean, green options when planning ways to move around our city, not contributing to green house gases.

Yours sincerely,

Annee Lawrence

Annee Lawrence
200 Belmont St
Alexandria NSW 2015
anneelawrence@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

As a supporter of good governance, believing that this State ought to spend public monies on building better public transport systems (train and tram lines, and not more roads) to move goods and people around efficiently, as well as a major city such as Sydney being less reliant on petrol (this natural resource isn't going to last forever), I must write to you to express my strong objection to the WestConnex New M5 motorway proposal.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. I live in Erskineville and currently witness the huge impact of too many cars on city roads; most of the times they are four-wheel vehicles driven in narrow city streets but this is entirely separate issue. Furthermore, there is currently a lot of construction going on in the area with new apartment complexes being built.

The suburbs of Newtown and Erskineville and their surrounding pockets have narrow streets and lanes between residential housing and village shops, so building more roads that will attract more cars coming out of St Peters interchange is going to make traffic congestion worse than it already is. In addition, it is very likely that even more cars will be driven through these areas and using King St

and Erskineville Road (and surrounding neighbourhood streets) as thoroughfares to get into the CBD or to the other side of the city. This State Govt ought to be finding more sustainable ways to move goods and people around the city and to assist its citizens from having to be so reliant on their cars; petrol isn't going to last forever and the fumes from vehicles are health hazards.

Yours sincerely,

Tiffany Tran

Tiffany Tran
142 Union St
Erskineville NSW 2043
tiffanytran4221@hotmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

This would have to be the most backward archaic and consistently disproven solution to a 21st century problem. More roads will never ever = less traffic. Just look at LA. Where does the government think all the traffic will go once the Westconnex routes run out? Dumped into the back streets of the inner west ruining the lives, air and amenity of all those who live there. This government should be embarrassed and ashamed to be even considering such an outdated solution. Public transport is the only way.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. I live in Redfern, one of the suburbs predicted to be impacted by the increase in traffic Westconnex will produce.

I have lived here for 14 years and in that time have noticed an exponential increase in the amount of traffic in the area, and the demand for parking has become almost impossible in my street due to commuters working nearby despite the plethora of public transport options available. And now the government thinks the solution to congested streets in the inner west is yet more roads? This is so unbelievably naïve it beggars belief. There is evidence here and the world over that more roads

never equals less traffic, only more - it only encourages people to get into cars not onto buses and trains. That is where the money, time and research should be going. My suburb will become unliveable with the predicted rise in traffic volume - and where is it all meant to go? The Westconnex freeway system does not extend forever so where is all the traffic using it meant to go? It will end up bottle necking in surrounding suburbs like my own and destroying the environment, amenity and air quality.

Yours sincerely,

Alexa Wyatt

Ms Alexa Wyatt
35 Great Buckingham St
Redfern NSW 2016
alex@workingtitleproductions.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I object because of the damage that will be done to an important public amenity, Sydney Park. The size of the park will be reduced, mature paperbarks will be destroyed, and the peace and serenity that can be found in the park will be destroyed by traffic noise and unfiltered exhaust stacks. This part of the city has few quiet green spaces - Sydney Park is crucial and must be preserved UNCOMPROMISED.

I also object to the amount of traffic that will be expected to flow along roads such as Euston Road. Euston Road and McEvoy Streets are already jammed with traffic for much of the day. The addition of more than 50,000 vehicles per day along this route will create chaos. It will also delay buses along these routes, so even people who opt for public transport will be detrimentally impacted.

I object on behalf of the people whose homes have been forcibly acquired, and those who will have their living amenity destroyed without compensation.

I object to the waste of taxpayer funds when they would be vastly better employed by improving the public transport network.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. I utilise Sydney Park every day - my recreational peace of mind will be severely damaged by traffic noise and polluted air.

I use Euston Road, McEvoy Street and King Street regularly - by car, bus and foot - and they will become even more clogged than they already are.

The air I breathe will be adversely affected by increased traffic pollution, and unfiltered exhaust stacks.

Yours sincerely,

Sue Smith

Sue Smith
154 Belmont St
Alexandria NSW 2015
blindingflash@ozemail.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

At the time when the rest of the planet has understood that private motor vehicle use must be reduced, this State government just hasn't grasped the concept.

Not only will this disaster blow its costs out even more than they have already, all it is designed to do is to deliver even more cars into areas that can't cope with the current traffic.

The proposed tolls won't cover the costs, requiring tax payers to subsidise the ill-conceived endeavour. The wonderful Sydney Park will be hideously defaced. Airborne pollutants will increase. People will lose their homes without adequate compensation.

The project is under Duncan Gay who has proved that he can't even manage to build a pedestrian bridge over Anzac Parade without putting it in the wrong place, with a flawed design, and suffering massive cost overruns.

What we need is to improve infrastructure for public transport and active transport (walking and cycling). If only the billions were redirected to improve those means of getting about, Sydney would be surely all the better for it.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. It gives out the clear message that private motor vehicle use is encouraged by this government. This reduces my quality of life, along with every other citizen in the city. We have unique opportunity to improve air quality, reduce obesity and be able to dedicate more space to parkland, but we are throwing it away.

Yours sincerely,

Kate Gilroy

Kate Gilroy
98 Arthur St
Surry Hills NSW 2010
kagey2005@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

This kind of backwards environmental vandalism should have no place in St Peters or anywhere else!

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. More roads mean more pollution and a degraded urban environment for everyone.

Yours sincerely,

Nick Riemer

Nick Riemer
25 Darghan St
Glebe NSW 2037
n_riemer@yahoo.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Its is taking too much green space and the extra cars will polute the surrounding areas without adding anything to the area but more traffic.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. More traffic being pushed on too street in suburbs close to me

Yours sincerely,

Domhnall McInerney

Domhnall McInerney
Nickson Street
Surry Hills NSW 2010
mcinerney35@gmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

We don't want dirty toll road, we need more public transport, infrastructure.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. More traffic, toll road, pollution

Yours sincerely,

Betty Wong

Mrs Betty Wong
 91 Lennox St
 Newtown NSW 2042
 wyjbetty@hotmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

The Westconnex and new M5 will destroy the inner west of sydney by taking land currently enjoyed by local residents as Sydney Park. It's not more roads for cars we need, it's better public transport. I use the bus and train weekly and would use it even more if there were more services.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. My family and i regularly visit Sydney Park and having so many more cars around it will ruin the peaceful experience we currently enjoy. More cars in Newtown will create havoc and make walking the streets extremely unpleasant.

Yours sincerely,

Mary Keith

Ms Mary Keith
 19 Harrington St
 Enmore NSW 2042
 marykeith27@gmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

The EIS is a flawed document. In the section that outlines Educational facilities affected by Westconnex, the EIS has left out a number of schools, preschools and daycare centres. In table.15.2, St.Pius in Enmore and St.Mary's in Erskinvile have been left out of the document. This shows how flawed the EIS document is. These schools will be drastically affected by Westconnex in particular St.Pius that is on the main route that trucks have been taking. The kindy playground has been exposed to Westconnex yrucks illegally hoing past the school filled with toxic waste from the landfill.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. My family lives in Brown Street St.Peters and our health will be drastically affected by Westconnex.

Yours sincerely,



The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

We need to improve our public transport not take homes from families, land from our parks, increase traffic congestion and add pollution to our suburbs.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. My health, my pocket and my wellbeing will suffer and I would rather an improved public transport system.

Yours sincerely,

Ceara Kearney

Miss Ceara Kearney
16 Arthur St
Surry Hills NSW 2038
ceara_tia@hotmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I object to Westconnex and the new M5 as it will destroy our community due to dumping thousands of extra cars daily onto our quiet suburban streets. This project obviously has not been planned correctly and will create Carmagedon.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. My house is very close to Campbell street near the intersection of Unwins Bridge road. This will become gridlock if Westconnex goes ahead. Already in peak hour traffic is backed up to cross Unwins Bridge road. The EIS shows my house is entitled to Sound Proofing yet I do not want to live sealed in a box. Also the EIS clearly shows the spike in toxic air pollution caused by the increased traffic. Please stop this madness and invest in public transport instead like more forward and visionary cities of the world.

Yours sincerely,

Richard Moras

Richard Moras
 Brown Street
 St Peters NSW 2044
 rbmoras@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Because it will not solve the traffic congestion problem and will impact negatively upon the local communities

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. My sons live in Ashfield and the construction of Westconnex will have a negative impact on their lifestyle

Yours sincerely,

Teri Murray

Teri Murray
16 Bayonet St
Lithgow NSW 2790
camuke@internode.on.net

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Funneling more cars into the centre of the inner west isn't going to solve sydney's traffic woes. Less cars, more trains, more light rail and better service delivery - WILL

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Newtown, a vibrant village will be turned into a smoggy, high speed thoroughway, it will do to newtown what Parramatta rd has done to every shopping strip on it - kill it dead.

Yours sincerely,

Robert Bennett

Robert Bennett
29 O'Connell St
Newtown NSW 2042
Arbee@tpg.com.au

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

It will destroy the local community and damage local businesses and have a significant adverse impact on the quality of life for local residents.

Improving public transport infrastructure is a significantly more attractive proposition as a voter.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Newtown is a vibrant local community with many small businesses which make a significant contribution to the economy. This will be destroyed by Westconnex. It will further reduce already limited parking for ratepayers and local residents, it will increase noise and air pollution in the area, and will transform Newtown into an on/off ramp for a major freeway.

Yours sincerely,

Nick Neil

Nick Neil
 42 Station St
 Newtown NSW 2042
 nickpneil@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

1 The pollution and detrimental public health impact that this development will have on my community

2 The preservation of Sydney park. This part of Sydney is soon to become the most densely populated in Australia and so preservation of open spaces is important

3 I disagree with the apparent prioritisation of motor vehicle transport over more eco friendly options by this government. Cycling infrastructure is shameful in this city for example, and improvements could be made to both it and rail infrastructure that would be more beneficial to the community than yet more backward looking investment in roads

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. No direct benefit as I will not use it. Indirect cost as a frequent user of Sydney park, a member of the local community, in terms of noise, pollution, loss of public space, and traffic. This will worsen an already Severe traffic situation between Newton and Waterloo

Yours sincerely,

Desmond O'Gorman

Desmond O'Gorman
28 Charles St
Erskineville NSW 2043
desogorman@hotmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I have just read that a substantial part of Sydney Park is to be lost to the planned St. Peters interchange. How much more will the inner city lose - in the late 1980's Sydney Park was toted by the then NSW Government as the new "Centennial Park". Since then much has been lost to industrial development. Now we will lose much of what is left to a road no-one needs!!!

For crying out loud!

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Not just me, but on all future generations. Sydney is becoming an increasingly unpleasant place in which to live, so much litter, roads clogged with cars and trucks, impersonal and unfriendly. Instead, the government should be encouraging cycling, urban parks and community. This state is run by developers, not the elected government.

Yours sincerely,

Judith Parsons

Miss Judith Parsons
241 Trafalgar St
Petersham NSW 2049
jkparsons08@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Westconnex, however well it's justified in terms of "\$1 spent will give \$2 of value" is still essentially a road. A road that takes away my park and encourages car usage. Seriously, think more creatively and put the money to better use on innovative public transit that services everyone.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Not only will it make the entire area around Sydney Park horrendous to be around during construction, it fundamentally takes away large sections of a park that will then be cut off. It will ruin what had promised to be a lovely part of Sydney.

Yours sincerely,

Treffyn Koreshoff

Treffyn Koreshoff
360 Bourke St
Surry Hills NSW 2010
Treffyn@gmail.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

When faced with traffic issues, the biggest cities in the world invest in public transport. This is better for the environment and better for the public. Thus, this money is poorly spent, will ruin the wonderful area - as well as one of its last beautiful parks - I live in and will not solve any problems long term.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. One of the best places to walk in the area will be taken away, while more noise and pollution will be added to the area. The construction alone will make the area unliveable for the period in question.

Yours sincerely,

Larry Heath

Larry Heath
 33 Binning St
 Erskineville NSW 2043
 larry@heathmedia.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Our beautiful city is slowly being overtaken by construction and pollution. Lets stop this proposal before its too late. I use them every day and I don't want to see them disappear.

Yours sincerely,

Craig McNamara

Craig McNamara
14 Stirling St
Redfern NSW 2016
craigmc_2000@hotmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I am totally opposed to infrastructure other than public transport this close to the city because of the cost relative to benefit of public transport because of pollution impact on Environment because of loss of some of Sydney park which was allocated in part in consideration of local population density

And finally because it would have an ugly impact on the beauty and neighbourliness of St. Peter's and Newtown etc

No way

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Pollution (I live nearby)

Aesthetics depressing negative impact on future generations because it's contributing to global wArming more than public transport would

It also makes me angry and question who I would support next election

Yours sincerely,

Patty Lee

Patty Lee
141 Belmont Dr
Alexandria NSW 2015
pattylee@bigpond.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I don't see an integrated transport plan for Sydney that takes into account the people living in the area it streams through.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Pollution, noise and traffic as well as reduce my ability to have peaceful enjoyment of my neighbourhood. It will also reduce my transport options as it will make it more difficult to both drive and take local transport.

Yours sincerely,

Joe Ortenzi

Mr Joe Ortenzi
76 Lennox St
Newtown NSW 2042
joe@ortenzi.com

The Director
 Major Planning Assessments
 Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Over the decades we have had nothing but new motorways and freeways to "make Sydney better" according to all the Politicians that espouse the building of such, what a joke they divide the city and suburbs great arterials of pollution. Only in recent time has there been a concerted effort to address the appalling lack of Public transport. It shouldn't be stopping at these latest developments, much more work is required to get people out of their cars and onto Public Transport. Sydney is just full of speeding cars, and the current government wants to encourage more of them. Mr Gay has not had a very welcoming address to the bicycle riders of our city. Throw some dollars in this direction would be a far cleaner option. The quality of life plummets when new projects like these destroy parks and neighbourhood serenity. I DO NOT WANT MORE CARS IN MY NEIGHBOURHOOD OR MY CITY.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Sydney Park and precinct will be greatly affected and once again another huge division of our city. The increases in traffic while this is being constructed will be mammoth and air quality along with it and more than likely after completion as well. This whole precinct is densely populated and set to become the most densely populated area in Australia. As its already congested why would the Government be thinking of adding more to the chaos.

Yours sincerely,

William Bowen

William Bowen
 8 Anderson St
 Alexandria NSW 2015
 whb7773@hotmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I believe that an efficient and affordable public transport is the only solution to Sydney's ever increasing road congestion problem. I fear that the development of WestConnex will stifle any chance of developing the public transport infrastructure our beautiful city so desperately needs.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Sydney park is a big part of our lives. Living in a small terrace house without a backyard, we rely on this green space for our children's outdoor play and a tranquil change from the inner city hassle and bustle. We meet our friends there, walk our dogs, allow our kids freedom to explore in safety away from cars and traffic noise. Shrinking Sydney park will have impact on our wellbeing and our children's development.

Yours sincerely,

Daniel Crisafulli

Daniel Crisafulli
11 Lambert St
Erskineville NSW 2043
danielec72@optusnet.com.au

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Our local parkland, Sydney Park, is an important sanctuary for local people, pet dogs and wildlife. It is pretty, creative and calming. A large busy road is ugly, stressful and dirty. Why would we want to live near that? Making the main street into a 24 hour clearway will destroy the local community and it's street culture. Westconnex is a nearsighted plan that does not support environmental sustainability or show care for the people in our community. What kind of a living environment will our children be left with? Westconnex is ugly. Westconnex is YUK.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. Sydney park is my daughter's local playground. It is where we play. I am a street performer and my local performance spot is on King street. If the Westconnex plans go ahead we will have no local area to do these things.

Yours sincerely,

Renee Falez

Miss Renee Falez
Rochford Street
Erskineville NSW 2043
renee.falez@gmail.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

Construction will destroy the area and make it unliveable. The M5 will be a huge contributor to greenhouse gas emissions and will ruin the park. This money should go into improving public transport and not on putting more cars on the roads.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. The beautiful park will be ruined for me and everyone else in the area and we will be subjected to more greenhouse gasses and noise. We need more green spaces rather than concrete and pollution.

Yours sincerely,

Olivia Kappel

Olivia Kappel
Corunna Rd
Stanmore NSW 2048
olivia@krycha.com

The Director
Major Planning Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

27 January 2016

To the Director,

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

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.

I also object to this proposal because the construction of WestConnex and the New M5 will have a negative impact on me. The construction of WestConnex and the new M5 will have a direct impact on my commute to and from work every day. I expect that what should be a short trip will take much longer by car, and with the expected increase of traffic congestion and heavy trucks in the area it will also make the alternative of cycling much more risky. In addition to limiting my ability to get in and around the area safely, the proposed reduction of green space in Sydney Park will also reduce access to much needed green space for myself and my dog. I'd also be increasingly concerned that the risk of my dog being injured by a motorist while playing at nearby parks will increase.

Yours sincerely,

Claire O'Neill

Claire O'Neill
85 Union St
Paddington NSW 2021
claire.oneill23@gmail.com