

Gareth Wreford

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Hurlstone Park NSW 2193

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29 January 2016

**Sydenham to Bankstown Urban Renewal Corridor Strategy**

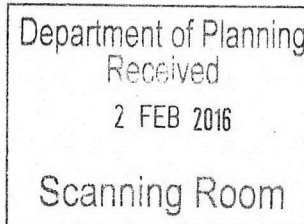
Director, Urban Renewal  
NSW Planning & Environment  
GPO Box 39  
Sydney NSW 2001

**Sydney Metro Southwest**

[sydneymetro@transport.nsw.gov.au](mailto:sydneymetro@transport.nsw.gov.au)

**Westconnex Stage 2 – New M5 EIS**

NSW Department of Planning and Environment,  
Attention: Director,  
Infrastructure Projects Planning Services,  
Application number SSI 6788,  
GPO Box 39 Sydney NSW 2001.



**Council Boundary Review (Canterbury – Bankstown)**

Dear Directors, Sydney Metro & Mr Roseth

- 1) **Enhancing Green Spaces in the Cooks River and Wolli Creek Catchments**
- 2) **Sydenham to Bankstown Urban Renewal Corridor Strategy**
- 3) **Sydney Metro Southwest**
- 4) **Westconnex Stage 2 - New M5 EIS**

**1. Enhancing Green Spaces in the Cooks River and Wolli Creek Catchments**

The current combination of consultations offer a once in a generation opportunity to enhance green space around the catchments of the Cooks River and Wolli Creek building on existing government and community led work.

The rationale for the Council Boundary Review includes generating savings that could fund upgrades to recreational space and assets, and improving walking and cycling connections throughout the area. These are valid community aspirations yet there is a risk that the Review over-estimates future savings and under estimates the cost and disruption caused by change before any future benefits can be realized. Decisions are also being made by the NSW Government now with major local impacts that pay minimal attention to recreational and green spaces and the future



ability of Councils to deliver integrated improvements. Leadership by the NSW Government now is critical to the future of green spaces in the Cooks River and Wolli Creek catchments.

Between Sydney Harbour and the Royal National Park the Cooks River and Wolli Creek catchments represent the largest areas of urban green space and bushland. With increasing urban density and development this space can be significantly enhanced through two key strategies:

- A new **native vegetation linear park along the Sydney Metro Southwest rail corridor** associated with the proposed cycle / pedestrian access route.
  - While based on a disused rail line the New York High Line (<http://www.thehighline.org/>) shows the possibilities of a linear park and is a model already followed in NSW with the Goods Line between Railway Square and Ultimo.
  - Barangaroo reserve (<http://www.barangaroo.com.au/discover-barangaroo/barangaroo-reserve/>) offers a model of effective native plant revegetation.
- A NSW Government commitment to **increase urban canopy cover and understory plants as part of the Sydney to Bankstown Urban Renewal Corridor Strategy**.
  - At a local level the City of Sydney's Urban Forest strategy (<http://www.cityofsydney.nsw.gov.au/live/trees/urban-forest>) offers a model that could be adapted for major projects including in the Cooks River and Wolli Creek catchments.
  - An urban forest strategy would build on and link the considerable existing work done by government and community groups.

The benefits of a coordinated approach to enhancing green space are well documented and include:

- Improved amenity given proposed increases in population density.
- Reduced urban heat islands by increasing vegetation cover.
- Improve biodiversity, habitat and wildlife corridors.
- Individual and community wellbeing.
- Decreased energy use with increased shade.
- Improved water quality and reduced storm water runoff.
- Contribute to the local economy.
- Reduced impact of pollution.

## **2. Sydenham to Bankstown Urban Renewal Corridor Strategy**

The principle of higher density around existing transport nodes makes sense and, as the Strategy notes, is an opportunity to improve existing and create new public open spaces including more street trees. Increases in population density and development would be more likely to win community support if the following issues are addressed.

- Detailed assessment of future infrastructure needs including schools, transport and green spaces.
- A NSW Government commitment to increase urban canopy cover and understory plants.



- Commitment to promoting green and accessible building design like the Green Building Council of Australia Green Star rating tool (<http://www.austrade.gov.au/greenbuildings/>) and Liveable Housing Australia guidelines (<http://www.livablehousingaustralia.org.au/>).
- Specific consideration of sewerage and storm water impacts from the proposed development. Existing sewerage and storm water infrastructure is under resourced as evidenced by the litter and poor water quality of the Wolli Creek and Cooks River. Specifically including Sydney Water in the Strategy and seeking to build on initiatives like the Cooks River Naturalisation project will help to address water quality issues.
- Assessment of development since the 2011 census and then a review of the development quotas in the Strategy.
- Commitment to ensuring that Development Application height and density limits are not exceeded.
- Specific consideration of the Metro Southwest project impacts if the Bankstown rail line is closed for a year while Urban Renewal Corridor Strategy seeks to increase population density.
- Exclusion of Schools, Churches and Carparks from the zoning definition of 'open spaces'.
- Realistic and accurate images used in promotional and consultation material for the Strategy. Current documents contain conflicting information about whether specific areas will have 5,6 or up to 7 stories of development and images used for these areas often show 4 stories and use a 'wide angle' projection to maximize blue sky and minimize the impact of shadowing.

As it stands the Strategy will continue to meet with community resistance.

Canterbury City Council is expected to make room for the majority of the proposed population increase associated with the Strategy while also dealing with a proposal to amalgamate with Bankstown. I support Council's request for an extension to the consultation period for the Strategy so the impact on Council and the local community can be more fully considered.

## **HURLSTONE PARK**

Specific comments on proposed changes to Hurlstone Park:

- Land use East of Canterbury Road – change single dwelling area to shop top housing or low rise while keeping properties fronting the western side of Melford Street single dwelling.
- Make a commitment to retaining natural surfaces on all playing fields e.g. Ewan Park where synthetic turf would represent a major loss of amenity and green space.

## **CANTERBURY**

Specific comments on proposed changes to Canterbury:

- Retain Canterbury Park Racecourse as open space. Should it be sold by the Sydney Turf Club then retain open space zoning and add to Cooks River park



lands to ensure it is publicly accessible. Given proposed density increases for Canterbury it is vital that open space be maintained.

- Land use west of Melford Street between Floss and Tincombe – change proposal from low rise to single dwelling.
- Land use east of Church Street between Canterbury and Tincombe – change proposal from medium rise to low rise.
- Land use north of Cooks River to Charles Street and Close Street – change proposal from high rise to medium rise.

### **3. Sydney Metro Southwest**

- Should the Sydney Metro Southwest project go ahead then it needs to be specifically linked to the Sydenham to Bankstown Urban Renewal Corridor Strategy so transport and density impacts can be coordinated.
- The proposed cycle link / pedestrian access is a major opportunity for a new native vegetation linear park along the Sydney Metro Southwest rail corridor.
- The current maintenance regime of spraying by Sydney Trains regularly wipes out invertebrates and ensures that weeds (madeira vine, morning glory, asparagus fern, blackberries, fennel etc) thrive at the expense of native plants. A new linear park will improve local access, amenity and biodiversity while also reducing unnecessary chemical use.

### **4. Westconnex Stage 2 - New M5 EIS**

- The proposed Westconnex Stage 2 New M5 does not consider alternatives like demand management on existing roads and improved public transport infrastructure.
- The lack of publicly available information about traffic modeling assumptions makes it difficult to comment on the proposed benefits of the project.
- As a major infrastructure project the proposal should seek to improve and strengthen green spaces and biodiversity. In particular the proposed impacts on green recreational spaces at Kingsgrove, Bexley North, Kogarah Golf Course and St Peters combined with the destruction of trees, bushland and increased pollution mean that the negative impacts of the project on local communities outweigh the assumed benefits.

Thank you for the opportunity to comment on these major projects that will have a significant impact on the local community.

Yours sincerely

Gareth Wreford

#### **Note:**

- I give permission for this submission to be published on government websites with my name and suburb only and not my full address, email or phone number.
- I am a member of the Wolli Creek Preservation Society.





To the Director, Major Planning Assessments, Department of Planning

8401

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

**As a resident of EDGEWARE ROAD ENMORE, I object to this proposal because:**

1) the New M5 EIS does not adequately address the Secretary's Environmental Assessment Requirement Section 115Y of the Environmental Planning and Assessment Act 1979 in relation to application SSI 6788 that the EIS make:

*- an assessment and modelling of operational traffic and transport impacts on the local and regional road network (in consultation with affected councils), ... and the impacts of potential shifts of traffic movements to alternative routes outside the proposal area (including as a result of tolls);*

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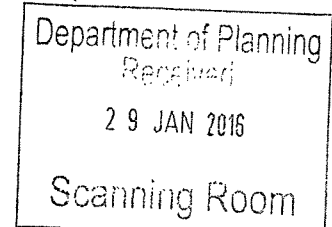
2) The impact on EDGEWARE Road is only briefly referred to in the AECOM traffic modeling which indicates that the AM and PM peak traffic volume percentages will INCREASE by significant percentages up to 26% with the completion of Stages 2 and 3 of WestConnex.

Any comprehensive traffic modelling and assessment of the impact on the local road network must properly and seriously address the traffic volumes on Edgware Road and surrounding local roads in both directions at all times (particularly in the AM and PM peak periods) which are already at saturation levels. Rather than indicating that the traffic volumes will rise, any comprehensive assessment would conclude that this road particularly and other local roads in the environs cannot accommodate any increase in traffic volumes at all.

3) The proposed traffic changes to Campbell Street, and to Bedwin, May and Unwins Bridge Road Intersections with the construction of the St. Peters Interchange are designed to direct the flow of traffic from the Interchange to Edgware Road and environs. This will mean that this whole area will be gridlocked right up to the Enmore Road intersection. This situation will not improve even with the unfunded M4-M5 link and the EIS makes that point clearly that the traffic volumes will increase on Edgware Road and surrounding streets right up to 2032 and to the proposed finalization of the M4 m5 tunnel. This is completely unacceptable.

4) It seems inevitable that EDGEWARE road will be to be turned into a clearway to attempt to mitigate the impact of funneling this amount of increased traffic volume into the existing 2 lanes of traffic.

This is completely unacceptable. This is a residential street which cannot be turned into a clearway without significant loss of amenity for all residents. The EIS has a requirement to adequately address the severe economic, social, health and environment impacts of the





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proposal on all the residents of Edgware road and surrounding local roads including the scenario of implementing clearway restrictions on this road.

5) Clearway restrictions on Edgware Road will not solve the increased congestion issues as there are traffic lights at Alice St and Enmore Road and the traffic would back up right down to the Princes Highway and then onto the proposed St. Peters Interchange regularly. This is a completely unacceptable scenario.

6) The EIS also states that the expansion of the Marrickville Metro Shopping Centre will likely increase traffic volumes in the area, but claims that the major approach routes to the centre are not ones that will not be part of the WestConnex construction routes and that traffic volumes will be satisfactory if the Metro makes significant changes to key intersections in the area. This is unacceptable and an incorrect assessment of the severe impact that any additional traffic volumes will have on the whole area.

The EIS does not include Edgware Road as one of the listed major approach routes to the Metro which it is. Any comprehensive traffic modelling would indicate that Edgware Road is a continuous major approach route to the Marrickville Metro.

In addition I object to the New M5 EIS and WestConnex because:

7) The New M5 will have similar devastating impacts on local traffic and residential suburbs throughout all affected local communities and destroy local amenity along the route.

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

9) WestConnex and the New M5 is financially unviable and will take funds away from major public transport infrastructure and will not solve Sydney's traffic congestion.

10) The WestConnex project including the New M5 lacks transparency and accountability and the new Sydney Motorway Corporation will not be accountable to NSW taxpayers.

11) The WestConnex project comes with no proper and extensive evaluation of alternative options such as world class public transport which was also required by the SEARs.

12) The WestConnex project and the SMC do not have any social license to continue with this project without an NSW Upper House enquiry and a federal Auditor General's review due to the numerous irregularities in the planning and EIS processes.

As a local resident and taxpayer who will be severely impacted by the proposed New M5 and St. Peters Interchange, I ask that my objections are properly considered and that the Department of Planning publish my submission clearly on its website and reply directly to my submission. I agree to having my name published on your website. I have not given more than \$1000 in donations to any political party.



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NAME: *Yvonne Rantzen*

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As a local resident and taxpayer who will be severely impacted by the proposed New M5 and St. Peters Interchange, I ask that my objections are properly considered and that the Department of Planning publish my submission clearly on its website and reply directly to my submission. I agree to having my name published on your website. I have not given more than \$1000 in donations to any political party.

NAME:

Susan Bremley

To the Director, Major Planning Assessments, Department of Planning

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

**As a resident of EDGEWARE ROAD ENMORE, I object to this proposal because:**

1) the New M5 EIS does not adequately address the Secretary's Environmental Assessment Requirement Section 115Y of the Environmental Planning and Assessment Act 1979 in relation to application SSI 6788 that the EIS make:

*- an assessment and modelling of operational traffic and transport impacts on the local and regional road network (in consultation with affected councils), ... and the impacts of potential shifts of traffic movements to alternative routes outside the proposal area (including as a result of tolls);*

*- or adequately addresses the impacts on property and business access and on street parking provision, including permanent and temporary (construction) changes to access and parking, and traffic management measures such as clearways on EDGEWARE Road and surrounding roads*

2) The impact on EDGEWARE Road is only briefly referred to in the AECOM traffic modeling which indicates that the AM and PM peak traffic volume percentages will INCREASE by significant percentages up to 26% with the completion of Stages 2 and 3 of WestConnex.

Any comprehensive traffic modelling and assessment of the impact on the local road network must properly and seriously address the traffic volumes on Edgware Road and surrounding local roads in both directions at all times (particularly in the AM and PM peak periods) which are already at saturation levels. Rather than indicating that the traffic volumes will rise, any comprehensive assessment would conclude that this road particularly and other local roads in the environs cannot accommodate any increase in traffic volumes at all.

3) The proposed traffic changes to Campbell Street, and to Bedwin, May and Unwins Bridge Road Intersections with the construction of the St. Peters Interchange are designed to direct the flow of traffic from the Interchange to Edgware Road and environs. This will mean that this whole area will be gridlocked right up to the Enmore Road intersection. This situation will not improve even with the unfunded M4-M5 link and the EIS makes that point clearly that the traffic volumes will increase on Edgware Road and surrounding streets right up to 2032 and to the proposed finalization of the M4 m5 tunnel. This is completely unacceptable.

4) It seems inevitable that EDGEWARE road will be to be turned into a clearway to attempt to mitigate the impact of funneling this amount of increased traffic volume into the existing 2 lanes of traffic.

This is completely unacceptable. This is a residential street which cannot be turned into a clearway without significant loss of amenity for all residents. The EIS has a requirement to adequately address the severe economic, social, health and environment impacts of the

**SUBMISSION REGARDING DEVELOPMENT APPLICATION NO: SSI 14\_6788**

proposal on all the residents of Edgware road and surrounding local roads including the scenario of implementing clearway restrictions on this road.

5) Clearway restrictions on Edgware Road will not solve the increased congestion issues as there are traffic lights at Alice St and Enmore Road and the traffic would back up right down to the Princes Highway and then onto the proposed St. Peters Interchange regularly. This is a completely unacceptable scenario.

6) The EIS also states that the expansion of the Marrickville Metro Shopping Centre will likely increase traffic volumes in the area, but claims that the major approach routes to the centre are not ones that will not be part of the WestConnex construction routes and that traffic volumes will be satisfactory if the Metro makes significant changes to key intersections in the area. This is unacceptable and an incorrect assessment of the severe impact that any additional traffic volumes will have on the whole area.

The EIS does not include Edgware Road as one of the listed major approach routes to the Metro which it is. Any comprehensive traffic modelling would indicate that Edgware Road is a continuous major approach route to the Marrickville Metro.

In addition I object to the New M5 EIS and WestConnex because:

7) The New M5 will have similar devastating impacts on local traffic and residential suburbs throughout all affected local communities and destroy local amenity along the route.

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

9) WestConnex and the New M5 is financially unviable and will take funds away from major public transport infrastructure and will not solve Sydney's traffic congestion.

10) The WestConnex project including the New M5 lacks transparency and accountability and the new Sydney Motorway Corporation will not be accountable to NSW taxpayers.

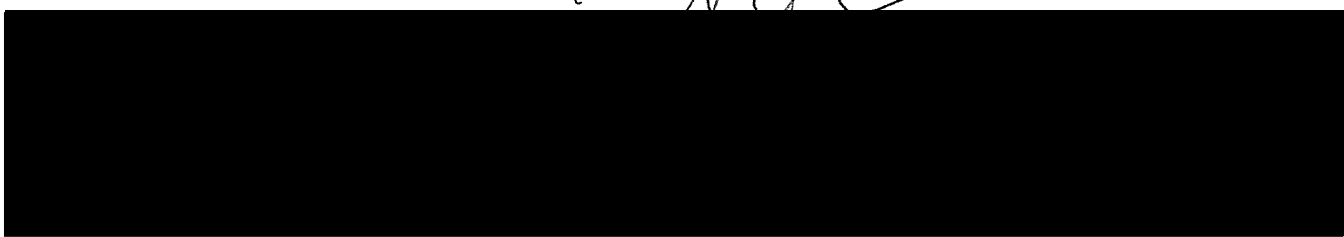
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NAME:

JULIAN RAPLEY





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NAME:

MICHAEL MORRIS

**SUBMISSION REGARDING DEVELOPMENT APPLICATION NO: SSI 14\_6788**

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NAME: *Monica Zotti*



**SUBMISSION REGARDING DEVELOPMENT APPLICATION NO: SSI 14\_6788**

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NAME: CATHY PETERS

To the Director, Major Planning Assessments, Department of Planning

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NAME:

*Raquel Santos*



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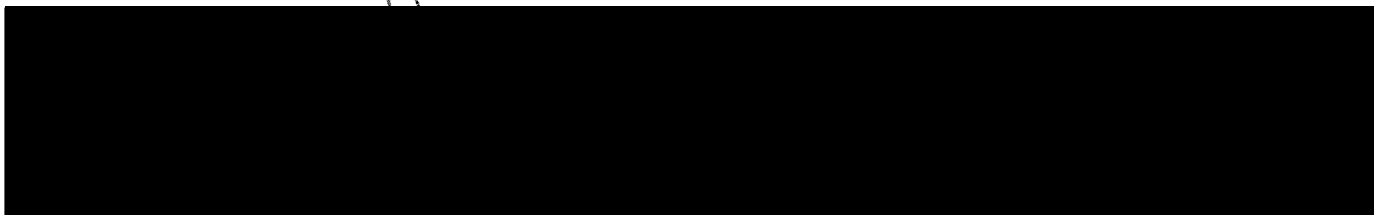
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NAME: *Pro Power*



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6) The EIS also states that the expansion of the Marrickville Metro Shopping Centre will likely increase traffic volumes in the area, but claims that the major approach routes to the centre are not ones that will not be part of the WestConnex construction routes and that traffic volumes will be satisfactory if the Metro makes significant changes to key intersections in the area. This is unacceptable and an incorrect assessment of the severe impact that any additional traffic volumes will have on the whole area.

The EIS does not include Edgware Road as one of the listed major approach routes to the Metro which it is. Any comprehensive traffic modelling would indicate that Edgware Road is a continuous major approach route to the Marrickville Metro.

In addition I object to the New M5 EIS and WestConnex because:

7) The New M5 will have similar devastating impacts on local traffic and residential suburbs throughout all affected local communities and destroy local amenity along the route.

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

9) WestConnex and the New M5 is financially unviable and will take funds away from major public transport infrastructure and will not solve Sydney's traffic congestion.

10) The WestConnex project including the New M5 lacks transparency and accountability and the new Sydney Motorway Corporation will not be accountable to NSW taxpayers.

11) The WestConnex project comes with no proper and extensive evaluation of alternative options such as world class public transport which was also required by the SEARs.

12) The WestConnex project and the SMC do not have any social license to continue with this project without an NSW Upper House enquiry and a federal Auditor General's review due to the numerous irregularities in the planning and EIS processes.

As a local resident and taxpayer who will be severely impacted by the proposed New M5 and St. Peters Interchange, I ask that my objections are properly considered and that the Department of Planning publish my submission clearly on its website and reply directly to my submission. I agree to having my name published on your website. I have not given more than \$1000 in donations to any political party.

NAME:

Edwina Hill



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- *an assessment and modelling of operational traffic and transport impacts on the local and regional road network (in consultation with affected councils), ... and the impacts of potential shifts of traffic movements to alternative routes outside the proposal area (including as a result of tolls);*
- *or adequately addresses the impacts on property and business access and on street parking provision, including permanent and temporary (construction) changes to access and parking, and traffic management measures such as clearways on EDGEWARE Road and surrounding roads*

2) The impact on EDGEWARE Road is only briefly referred to in the AECOM traffic modeling which indicates that the AM and PM peak traffic volume percentages will INCREASE by significant percentages up to 26% with the completion of Stages 2 and 3 of WestConnex.

Any comprehensive traffic modelling and assessment of the impact on the local road network must properly and seriously address the traffic volumes on Edgware Road and surrounding local roads in both directions at all times (particularly in the AM and PM peak periods) which are already at saturation levels. Rather than indicating that the traffic volumes will rise, any comprehensive assessment would conclude that this road particularly and other local roads in the environs cannot accommodate any increase in traffic volumes at all.

3) The proposed traffic changes to Campbell Street, and to Bedwin, May and Unwins Bridge Road Intersections with the construction of the St. Peters Interchange are designed to direct the flow of traffic from the Interchange to Edgware Road and environs. This will mean that this whole area will be gridlocked right up to the Enmore Road intersection. This situation will not improve even with the unfunded M4-M5 link and the EIS makes that point clearly that the traffic volumes will increase on Edgware Road and surrounding streets right up to 2032 and to the proposed finalization of the M4 m5 tunnel. This is completely unacceptable.

4) It seems inevitable that EDGWARE road will be to be turned into a clearway to attempt to mitigate the impact of funneling this amount of increased traffic volume into the existing 2 lanes of traffic.

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NAME:

molly furzer

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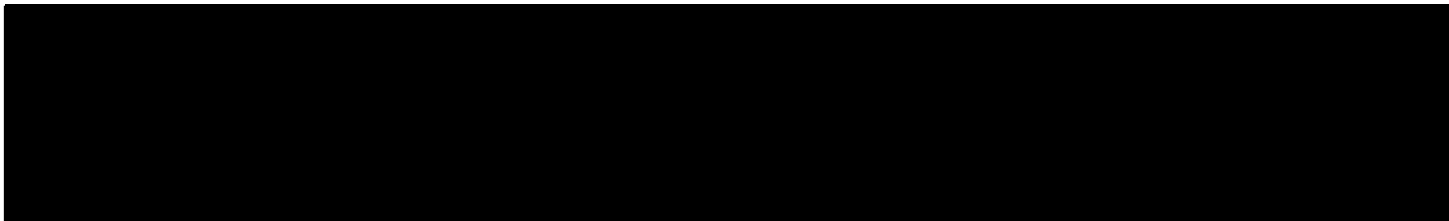
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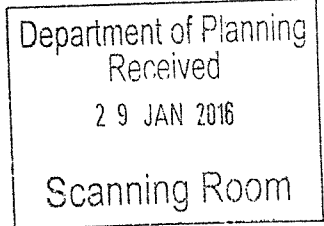
NAME:

Hannah Peters Shaw



17.01.16

**Application Number: SSI 6788**  
**The proposed New M5**



I strongly **object** to the proposed New M5.

The roads around the St Peters Interchange are already at an unacceptable Level of Service and are worsening as a result of in-fill developments not accounted for by the EIS.

- Green Square: 61,000 residents
- Ashmore Estate: 6,000 residents
- Waterloo Estate: 30,000 residents
- Central 2 Everleigh: 56,000 residents, 25,000 workers.

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The Environmental Impact Statement clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that the Level of Service will improve at many intersections even if nothing is done – in the case of Euston Road and Sydney Park Road, from D to A, in the PM peak. This is clearly incorrect – that it suggests that the traffic modelling is broken (the EIS acknowledges that ‘modelling is probably optimistic’) and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the Business Case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes! There is no possible way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston Road will not help because the roads that Euston Road feeds into are also gridlocked. Traffic does not dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force the drivers off the M5 and onto local roads and not surprisingly. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

The project will carve 11,000 square metres from Sydney Park and expose the rest of the green space to vehicle fumes and noise. This damage will be particularly felt as this area has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are currently exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The New M5 is an unfair waste of taxpayers' money that could be better spent elsewhere, such as on projects that improve transport infrastructure out in rural and regional areas, or in our area to cope with the massive rise in density that will occur over the next ten years.

Finally, I **strongly object** to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigating strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park/Euston Road intersection, the next text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right hand turn from Mitchell Road into Sydney Park (because of) the banned right turn southbound at the Sydney Park Road/Euston Road Intersection". The text also indicates that there will be a "north-bound lane (which) will go as far as Maddox Street, where it becomes a new left-hand turn lane, but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat-run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to force traffic onto local roads in Alexandria.

Roads, especially tunnels, are expensive, and move relatively few people – perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS Business Case states that with toll roads, "losses to investors (are typical) due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling (and the State Government is likely to have) to take on all or part of the development and start up traffic risk" Why does the NSW Government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a taxpayer, I want better value for money. Please halt this project and change the plans. Our community deserves better.

Sincerely,



SARAH GRAY

UNIT 9  
277 - 279 Livingstone Road  
Marrickville, NSW 2204



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

17.01.16

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BELINDA MILLER  
20 HAYES AV, KELLYVILLE

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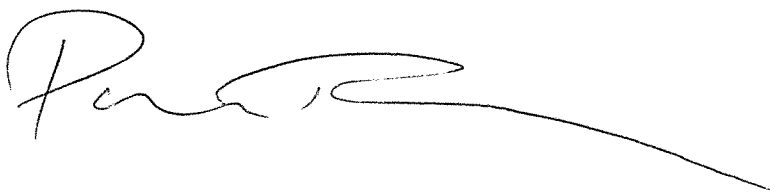
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Sincerely,

Paris Touna

# 5/35 Hawkesbury Ave Dee Why



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

17.01.16

## Application Number: SSI 6788 The proposed New M5

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Mrs Pam Boreham

137 Lawrence St  
Alexandria 2015.



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

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MARK NASH

141 LAWRENCE ST  
ALEXANDRIA 2015 .

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17.01.16

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MICHELLE NASH

141 LAWRENCE ST  
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*Pamela M Eastwell*  
69 Victoria St  
Marrickville 2036

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*69 VICTORIA ST*  
*Malabar. 2036*  
*NSW*

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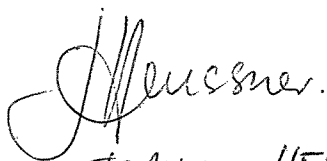
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Sincerely,



JOANNE ~~HESSNER~~ HECSSNER.  
VICTORIA ST MALABAR NSW 2036

17.01.16

**Application Number: SSI 6788**  
**The proposed New M5**

I strongly **object** to the proposed New M5.

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Sincerely,

Julie Blackford

26 Ferndale St

Newtown NSW 2042





17.01.16

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 Lara Delpin  
B1/145 Russell Avenue  
Dolls Point 2219

17.01.16

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Susan Griffiths

96 Newington Rd

Marrickville 2204

17.01.16

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*R. Lean. Renee Lean*

*97 Dalmeny Avenue Rosebery 2018 NSW*



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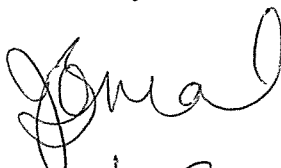
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J. ZERIAL

6 ROSEVEAR ST

STANMORE 2048

0431 977 929

17.01.16

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*Graham Katrina Graham*

*26/16 Hosking St. Balmain 2041*

13.01.16

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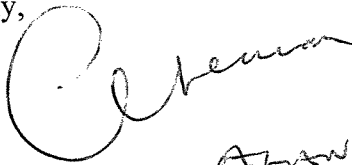
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Sincerely,



ALAN BRENNAN

131 LAWRENCE STREET,

ALEXANDRIA, NSW 2015

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

*L. Huddy*  
 131 LINDRICE STREET  
 ALEXANDRIA

13.01.16

**Application Number: SSI 6788**  
**The proposed New M5**

I strongly **object** to the proposed New M5.

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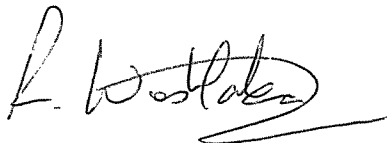
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Sincerely, Val Bampta  
208 Belmont St.,  
Alexandria 2015

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

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*Ja. Gold*  
*16/8 Drumoye Ave*  
*Drumoye 2057 NSW*

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*Dr. Peter Smith  
27/01/2014  
peter.smith@alexandria.nsw.gov.au*



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 NSW Department of Planning and Environment  
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Margaret Bean  
14 Lorraine Street  
North Strathfield  
2137 NBean  
0432 390 321

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Sincerely,

Julia Bolger  
16/18 Drummoyne Ave  
Drummoyne 2047.  


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Sincerely,

Daniella Rigon  
318A Pittwater Rd  
East Ryde 2113.

17.01.16

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Sincerely,

Peter Roehrig



29 Acton Street, Hurlstone Park

2193.

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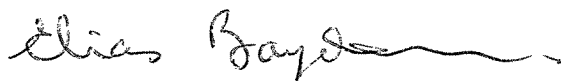
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Elias Baydown



511/7 STERLING CT  
CAMPERDOWN 2050

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Sincerely,

Rosemary Rebelo.

7 Baumanns Rd

Riverwood, 2210.



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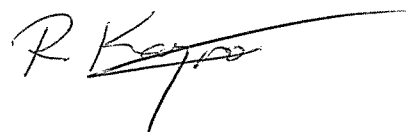
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Raiya Kayrouz.

42/15-23 Lusty St  
Wolli Creek 2205



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 MARYANNE GRIFIN  
102 GEORGE ST  
ERSKINEVILLE  
NSW 2043

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I call for the M5 EIS not to proceed. As a taxpayer, I want better value for money. Please halt this project and change the plans. Our community deserves better.

Sincerely,

R. Errichiello  


28 Allibone St  
Ashbury 2193

17.01.16

## **Application Number: SSI 6788** **The proposed New M5**

I strongly **object** to the proposed New M5.

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- Green Square: 61,000 residents
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Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force the drivers off the M5 and onto local roads and not surprisingly. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

The project will carve 11,000 square metres from Sydney Park and expose the rest of the green space to vehicle fumes and noise. This damage will be particularly felt as this area has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are currently exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The New M5 is an unfair waste of taxpayers' money that could be better spent elsewhere, such as on projects that improve transport infrastructure out in rural and regional areas, or in our area to cope with the massive rise in density that will occur over the next ten years.

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Anne Denaro

~~127~~ 127 Portland St., Crofton Plk.

2133

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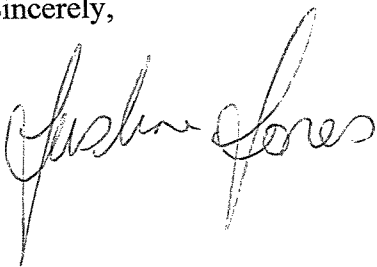
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Sincerely,



JUSTINE JONES

Unit 2/ 370- 374 Forest Rd, Bexley, NSW 2207

17.01.16

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Maddison Nasn

141 LAWRENCE ST

ALEXANDRIA

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Sincerely,

Constance Ken 

178 Laurence Street Alexandria 2015

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Col Eastwell

Collette Eastwell

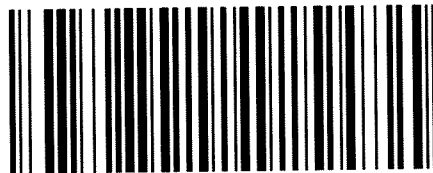
38 Herford St

Botany 2019

The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001



PCU063843

I object to this project and the entire WestConnex of which it is a part. I ask you to reject this proposal on the basis of this environmental impact statement (EIS). I object to many specific aspects of the EIS. I expect you to publish this submission and send me a response to my objections.

I object on the following grounds:

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

I object to Westconnex's plan to deliberately increase traffic on already congested roads in St Peters, Enmore, Alexandria and Kingsgrove. I am particularly concerned about schools being situated so close to heavily congested roads. The failure of RMS or AECOM to model the impacts on the local road system is unacceptable.

Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. The forced acquisitions, destruction of green space, and the construction and operation of the project will reduce enjoyment and amenity of the park. The current quiet paths, the exercise equipment areas, children's play areas and the sports grounds, and more will be surrounded by major highways, unfiltered pollution stacks, and a monstrous LA-style spaghetti interchange.

The RMS have misled the public and City of Sydney about its plan to take 14,000 square metres of Sydney Park. For months it said it would only take 8,000 square metres, leaving it until the EIS was lodged to inform the City of Sydney Council that it planned to forcibly acquire another 6000 square metres. It is disgraceful that y Council only became aware that some of this land would be acquired after this EIS was lodged.

The loss of over 350 established trees including beautiful paperbarks and other vegetation for the massively widened Euston Rd (to 7 lanes) exposes residents to more heat, noise & exhaust pollution from traffic that will pour out of the tunnel onto Euston, Campbell and other local roads. It is unacceptable that some homes will be less than 2 metres from the road.

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I object to Westconnex unsafe record in removal of asbestos from Alexandria Landfill and to the lack of detail in the how the closure of the dangerously contaminated site will be handled and groundwater protected.

Name: Bruce Barrington-Higgs Email: amymartinez26@hotmail.com

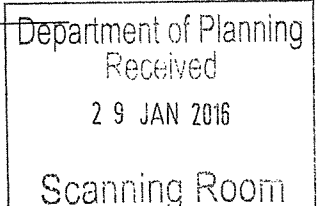
Address: 109 GEORGE ST. ERSKINEVILLE

Suburb: ERSKINEVILLE

Postcode: 2043

Signature

Bruce Barrington-Higgs





The Secretary

NSW Department of Planning and Environment

GPO Box 39, Sydney NSW 2001

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I object to Westconnex's plan to deliberately increase traffic on already congested roads in St Peters, Enmore, Alexandria and Kingsgrove. I am particularly concerned about schools being situated so close to heavily congested roads. The failure of RMS or AECOM to model the impacts on the local road system is unacceptable.

Sydney Park is a crucial regional park and will be significantly impacted by WestConnex New M5. The forced acquisitions, destruction of green space, and the construction and operation of the project will reduce enjoyment and amenity of the park. The current quiet paths, the exercise equipment areas, children's play areas and the sports grounds, and more will be surrounded by major highways, unfiltered pollution stacks, and a monstrous LA-style spaghetti interchange.

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Name: DANIEL HIGGS email: danielhiggs@aapt-net.au

Address: 13/2-6 LIBERTY ST

Suburb: STANMORE Postcode: 2048

Signature D. Higgs

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NSW Department of Planning and Environment

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Name: ANDREA MARTINEZ email: angmartinez26@hotmail.com

Address: 109 GEORGE ST

Suburb: ERSKINEVILLE Postcode: 2043

Signature A. Martinez

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GPO Box 39, Sydney NSW 2001

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Name: ADAM BARRINGTON-HIGGS Email: adoshiggs98@gmail.com  
Address: 11 Morrissey Rd  
Suburb: ERSKINEVILLE Postcode: 2043  
Signature: ADAM BARRINGTON-HIGGS

**SUBMISSION TO M5 EIS**

Name Kelly Jean Holder  
Full address 14/414 Mannikville rd Mannikville

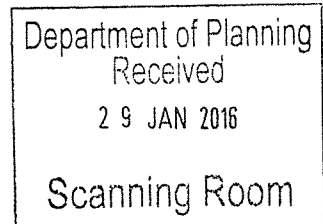


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8455

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ADD YOUR OWN COMMENTS HERE:

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I have / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

**How to lodge your submission:**

ONLINE: [http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=6788](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788)

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For more details, see <http://www.arag.org.au>

**SUBMISSION TO M5 EIS**

Name ..... NORMAN BARRINGTON-HIGGS .....  
 Full address ..... 11 MORRISSEY ROAD, ERSKINEVILLE 2043 .....

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ADD YOUR OWN COMMENTS HERE:

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→ TO TAKE TRUCKS OUT OF THE EXISTING M5 TUNNEL TO ASSIST TRAFFIC FLOW.  
FREIGHT. THIS IS ALL ANOTHER TONY ABBOTT LEGACY OF DISASTER - NOW \$2B OUT OF A PROBABLE \$16B. - WE COULD GO IT ALONE ON GONDSKI FUNDING & NOT HAVE TO SELL I ~~have~~ / (have not) made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website). OFF STATE HERITAGE BUILDINGS & AREAS TO FUND IT.

THE WHOLE PROCESS HAS BEEN CORRUPTED LIKE THE BRANGAROO CASINO DEAL.  
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 Full address 11 HERRISS ST, ROSKIN, EVELEIGH

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**WHY?**

**Billions of dollars committed to a scheme destined to bring thousands more trucks and cars into the city , inner west and west - and just as every other city in the world is trying to stop congestion and pollution in their cities by reducing traffic.**

**Spend those billions (which are increasing every time we hear about WestConnex) on simpler public transport solutions, education and health.**

*Andrew Higgs*

*(I have made no political donations)  
QH .*

**SUBMISSION TO M5 EIS**

Name ..... Clement Young  
Full address ..... 30 Ashmore St, Epping NSW

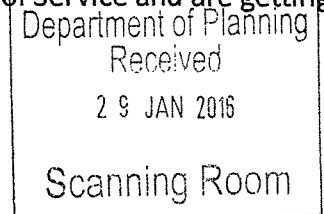


8458

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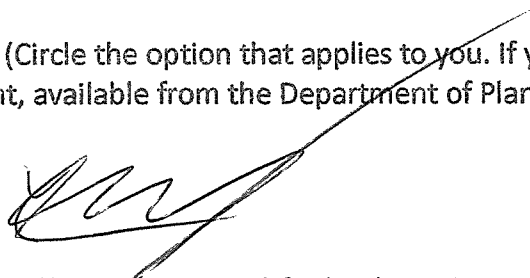
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Full address ..... 6601/2 Mandible St Alexandria .....

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Full address 32 LYNE ST ALEXANDRIA

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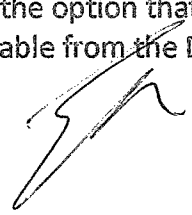
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Full address ..... 166 Belconnen St Alternade ..... 2015

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Full address ..... 25 Cook St Turrella 2205 .....

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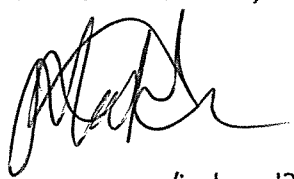
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Name ..... A. FARRUGIA .....  
Full address ..... 19/15-17 FOUNTAIN ST ALEXANDRIA .....

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Full address ..... 17 LAWRENCE ST ALEXANDRIA .....

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Full address McEvoy St Alexandria

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SUBMISSION TO M5 EIS

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 Full address ..... 15 Lawrence St Alexandria .....  
2015

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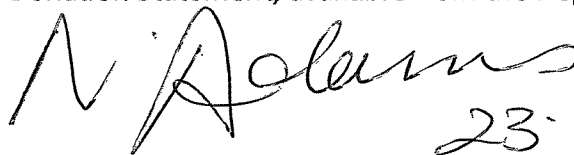
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Full address ..... 17195 Euston Road Alexandria 2015 Sydney - NSW .....

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Name PETER SMITH  
Full address UNIT 6709/177 MITCHELL ROAD ERSKINEVILLE

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ADD YOUR OWN COMMENTS HERE:

IN ADDITION TO ALL OF THE ABOVE I MUST  
ADD THAT I AM AN ASTHMATIC (AND I WOULDN'T BE THE ONLY  
ONE AROUND HERE) AND I'M ALREADY DOSED UP WITH  
TREATMENT TO COUNTER SYDNEY'S INNER WEST POLLUTION  
WITH THE IMPENDING ASHMORE ESTATE ADDING TO  
THIS PROBLEM AND, THIS PROPOSAL, THIS AREA  
COULD END UP BEING LIKENED TO SYDNEY'S  
VERSION OF BEIJING  
TO THE MINISTER - DUNCAN GAY AND HIS SUPPORT:  
REALLY, HONESTLY WOULD YOU LIKE THIS  
HAPPENING IN YOUR BACKYARD



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Name ..... *Peter Carmody* .....  
Full address ..... *123 Buckland St Alexandria 2015.* .....

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be better spent on a new rail link  
to the Badgerys Creek air port.

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Full address ..... 177 - 215 Mitchell Rd .....

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ADD YOUR OWN COMMENTS HERE:

Please , this won't work. You know it, and we know it. The citizens & taxpayers are trying to tell you this. This is our vote.

We need to discourage cars not accomodate an ever expanding population.

Designated bus lanes ,dear ways , parking stations near public transport & a more efficient public transport system WILL WORK?

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**SUBMISSION TO M5 EIS**

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Full address: 107/117 Wyndham Street  
Alexandria 2015 NSW

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ADD YOUR OWN COMMENTS HERE:

In addition to the above, my concerns and objections lie in the damage to Sydney Park, surrounding it with unhealthy stacks and roadways. Also the congestion of local streets by funneling thousands of cars onto already congested streets. Please consider an alternative to this project.

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Name ..... MARCIN LUBONSKI  
Full address ..... 13/95 EUSTON RD, ALEXANDRIA, 2015 NSW

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NOT ONLY TRAFFIC ON EUSTON RD. WILL BE AFFECTED  
BY INCREASE OF TRAFFIC FEEDING FROM WEST CONNECT  
BUT NO PARKING ON EUSTON RD. FOR BUSINESSES  
WILL MEAN RESIDENTIAL STREETS LIKE LAWRENCE  
AND BELMONT WILL BE FULL OF PARKED CARS  
RESTRICTING TRAFFIC FROM WEST CONNECT TO FILTER  
THROUGH SMALLER STREETS. IT DOESN'T SEEM TO BE THOUGHT  
THROUGH.

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Full address UNIT 13, 9-17 NEWTON ST, ALEXANDRIA NSW 2015

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ADD YOUR OWN COMMENTS HERE:

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Name ..... Kim Kean .....  
Full address ..... 265 LAWRENCE ST, ALEXANDRIA .....

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ADD YOUR OWN COMMENTS HERE:

There is too much traffic in this area now!  
I suggest that this ~~should~~ 'West Connex' plan should not go ahead. In Peak hour Collins St, Maddox St, Huntley St, Sydney Park road, Bourke St, Mitchell Rd are at a Standstill, traffic does not flow. It makes it very difficult & frustrating for us local Alexandria residents. DO NOT BRING MORE TRAFFIC TO THIS AREA

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Full address ..... 371 BELMONT ST .....

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ADD YOUR OWN COMMENTS HERE:

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Aim for a better society ~ not a bigger city.

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Work towards a decrease of private vehicle traffic - work on public transport

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Name ..... MARK BRIDGES .....  
Full address ..... 6 ETHEL ST ERSKINEVILLE 2043 .....

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ADD YOUR OWN COMMENTS HERE:

THERE HAS BEEN TOO MUCH SECRECY ABOUT  
WESTCONNEX.  
MORE ROADS ARE NOT THE ANSWER. - I LIVE  
IN ERSKINEVILLE WHERE PUBLIC TRANSPORT OPTIONS  
ARE ABOUT TO BE REDUCED WITH THE INTRODUCTION  
OF THE METRO RAIL.

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Full address ..... *17 Buckland St Alexandria 2015* .....

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ADD YOUR OWN COMMENTS HERE:

*I have been a resident & property owner for 88 years, we are pleased with the influx of the extra people who now live here, but it's not going to stay that way if you put extra traffic onto <sup>our</sup> small roads, we can't safely cross the main ones as it's for the older who now have to walk, yes we take a great risk to do so.*

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SUBMISSION TO M5 EIS

Name PAM ANG  
 Full address 322 BELMONT ST ALEXANDRIA NSW 2015

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With so many rational arguments against both the cost-effectiveness<sup>(big -ve!)</sup> and damage to an extremely populated area from serious environmental stressors, of and stemming from the construction/implementation of WestConnex it's simply crazy to go ahead with it. What a dreadful waste of money, + what a destructive way to have wasted it! Please reconsider

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Name SCOTTY MACNEILL  
Full address 309 EEL CREEK RD. SYMPLE QLD

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Name ..... ROBYN HODDER-MACNEILL  
Full address ..... 309 EEL CREEK RD, GYMPIE Q 4570

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As a visitor this is WRONG.

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**SUBMISSION TO M5 EIS**

Name ..... MICHAEL BURNETT .....  
 Full address ..... 50 ERSKINEVILLE ROAD, ERSKINEVILLE, 2043 .....

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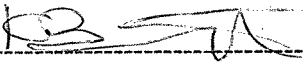
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ADD YOUR OWN COMMENTS HERE: *In addition to all of the above which I support:*

- EIS clearly has errors and omissions esp. re alternatives
  - has been inadequate time for many residents to review + understand + comment on the EIS - this is not acceptable partic. given this is a major project + will have such significant impact on local community.
  - EIS has given minimal, actually inadequate, effort to attention + alternatives such as public transport
  - EIS should not be approved without proper detail review of alternatives - clearly has not been balanced assessment of alternatives
  - EIS should NOT be approved without detailed and acceptable for how council, RMS + Dep. of Planning have demonstrated how traffic generated from West Connex will be managed
- I have ☒ have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).
- to stop rat running and other negative traffic impacts on local communities of Alexandria, Erskineville and neighbouring suburbs.*
- How to lodge your submission:**

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*THIS EIS + THE DEVELOPMENT SHOULD NOT BE APPROVED WITHOUT A 100% COMMITMENT BY BIPARTISAN GOV. THAT THE TUNNEL WILL BE COMPLETED.*

**SUBMISSION TO M5 EIS**

Name ..... DAVID ..... MACDONALD .....  
 Full address ..... 37 BACKLAND ST .....  
 ALEXANDRIA NSW 2015

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I believe construction of Westconnex should be completed to the final destination, in so doing, pollution levels will not trend upwards, and congestion will not have the impact if the Westconnex is <sup>fully</sup> ~~partially~~ completed. Do not start if cannot be completed  
S. J. Mitchell, 26/1/16

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Name ..... Gen Sweet .....  
Full address ..... 8, 15-17 Fountain St, Alexandria, 2015. .....

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Full address ..... 5/146 FOREHEAD ST, WATERLOO, 2017 NSW

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Full address 47 Lawrence St Alexandria

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Full address ..... 109 Queen St, Beaconsfield .....

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Full address ..... 8 Ethel St. 1  
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Name ..... Karen Abel.  
Full address ..... 25 Phillips St Alexandria 2015

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Full address 35 Mitchell Rd Alexandria

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Full address 4401/8 LOVERIDGE ST ALEXANDRIA 2015

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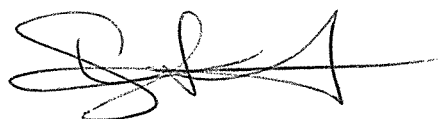
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Full address ..... *28 Henderson Rd, Alexandria NSW 2015* .....

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Full address 30/62 Botany Rd Alexandria NSW 2015

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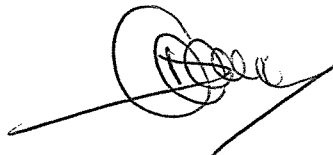
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The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

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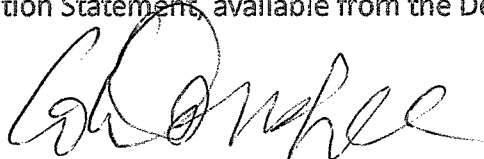
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Name ..... SHEHAN THAMPILILAM .....  
Full address ..... 39 COPELAND ST .....

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- \* Green Square: 61,000 residents
- \* Ashmore: 6,000 residents
- \* Waterloo Estate: 30,000 residents
- \* Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

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