

From: [REDACTED]
Sent: Tuesday, 27 October 2015 5:46 PM
To: information-Planning
Subject: Submission to SSI 6307 WestConnex M4 East EIS

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going

ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

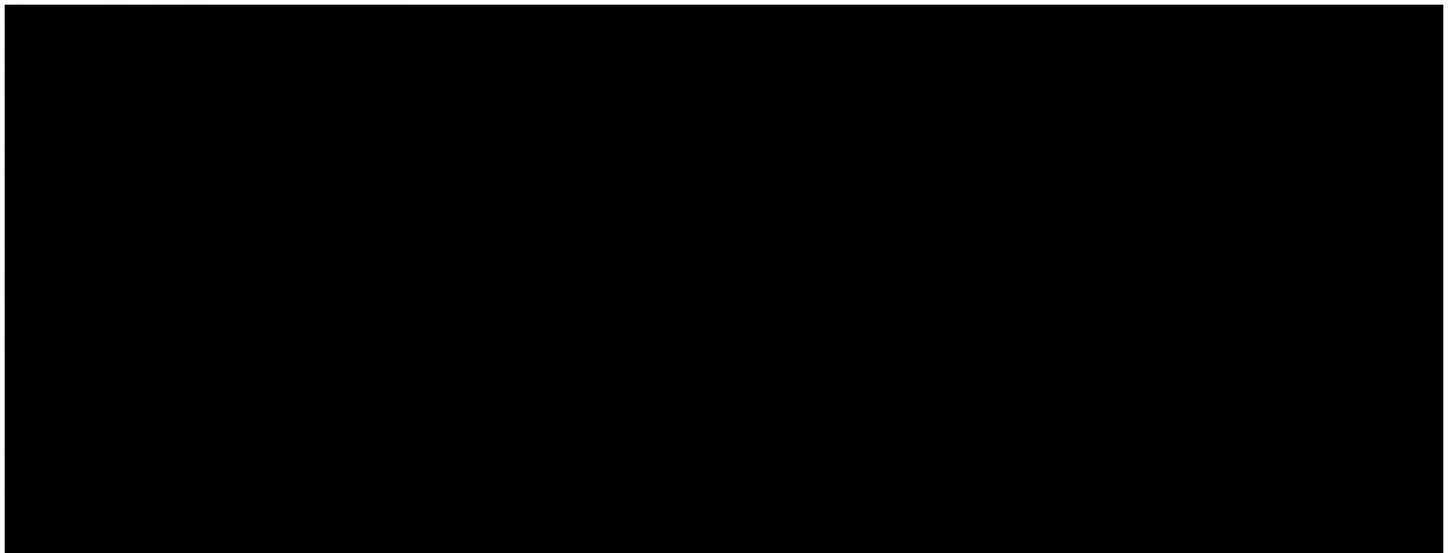
I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.



From: [REDACTED]
Sent: Tuesday, 27 October 2015 5:44 PM
To: information-Planning
Subject: Submission to SSI 6307 WestConnex M4 East EIS

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

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I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going

ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

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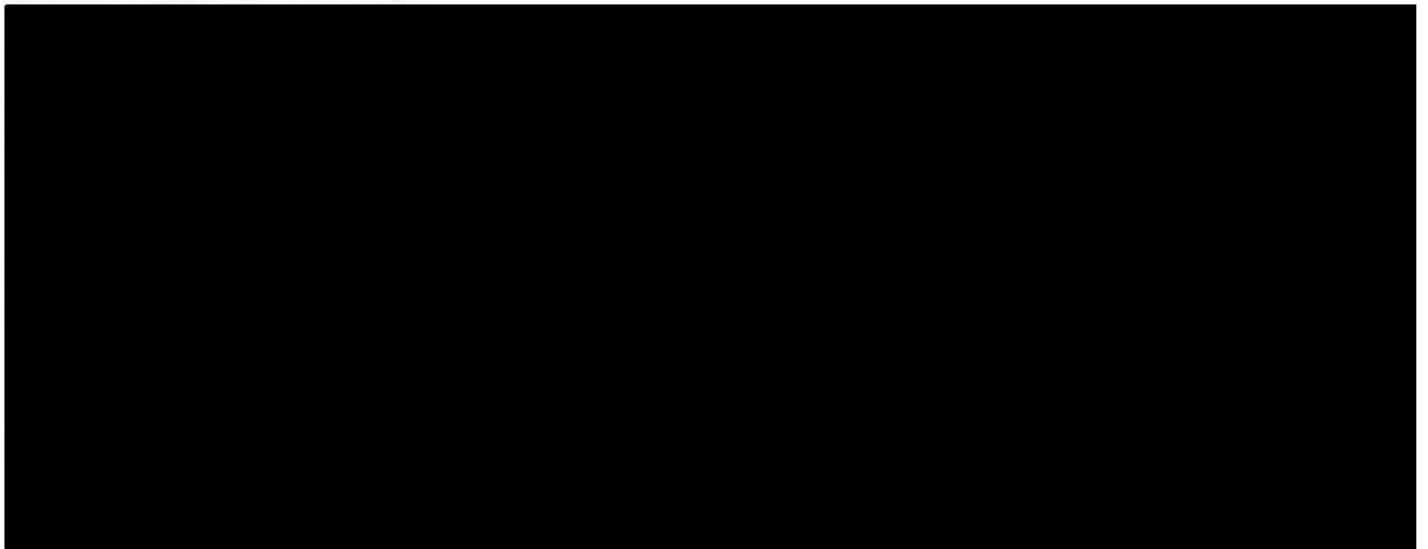
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The fact that the State Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.



From: [REDACTED]
Sent: Tuesday, 27 October 2015 5:42 PM
To: information-Planning
Subject: Submission to SSI 6307 WestConnex M4 East EIS

Attn: The Secretary, Dept of Planning & Environment

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I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

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ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

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I therefore call on the Minister for Planning to reject this proposal.

From: wayne belton [REDACTED]
Sent: Tuesday, 27 October 2015 5:58 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

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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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

wayne belton

Sydney NSW 2204, Australia

From: Janet Kossy [REDACTED]
Sent: Tuesday, 27 October 2015 5:56 PM
To: information-Planning
Subject: Submission to SSI 6307 WestConnex M4 East EIS

Attn: The Secretary, Dept of Planning & Environment

With the urgent and paramount need to reduce carbon emissions, with economic and social considerations of growing inequality and with a hunch that the whole WestConnex project is about corruptly appeasing the demands of corporate greed--both local and global, I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Janet Kossy

Sydney NSW 2042, Australia

From: Alex McNeilly [REDACTED]
Sent: Tuesday, 27 October 2015 5:56 PM
To: information-Planning
Subject: WestConnex M4 East: Submission to EIS (Ref: SSI 6307)

Attn: The Secretary, Dept of Planning & Environment

I strongly object and reject the WestConnex M4 East proposal.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

In regards to the M4 East EIS, I also object to:

- The lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

- The short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

- AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

- Having each section of the Westconnex assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.
- The failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project – such as loss of housing, heritage and biodiversity.
- The failure to provide enough data to allow independent experts to verify the M4 East EIS's traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.
- Spending \$15.4 billion for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.
- The poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.
- The huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.
- Hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.
- The health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!
- The total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

- The wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

- The failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

I therefore call on the Minister for Planning to reject this proposal on the grounds that:

- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031.

- AECOM has not even met the basic Planning Secretary's requirements in its assessment.

- This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and liveability of cities.

Yours sincerely,

Alex McNeilly

Sydney NSW 2042, Australia

From: Sheryl Rosser [REDACTED]
Sent: Tuesday, 27 October 2015 5:56 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

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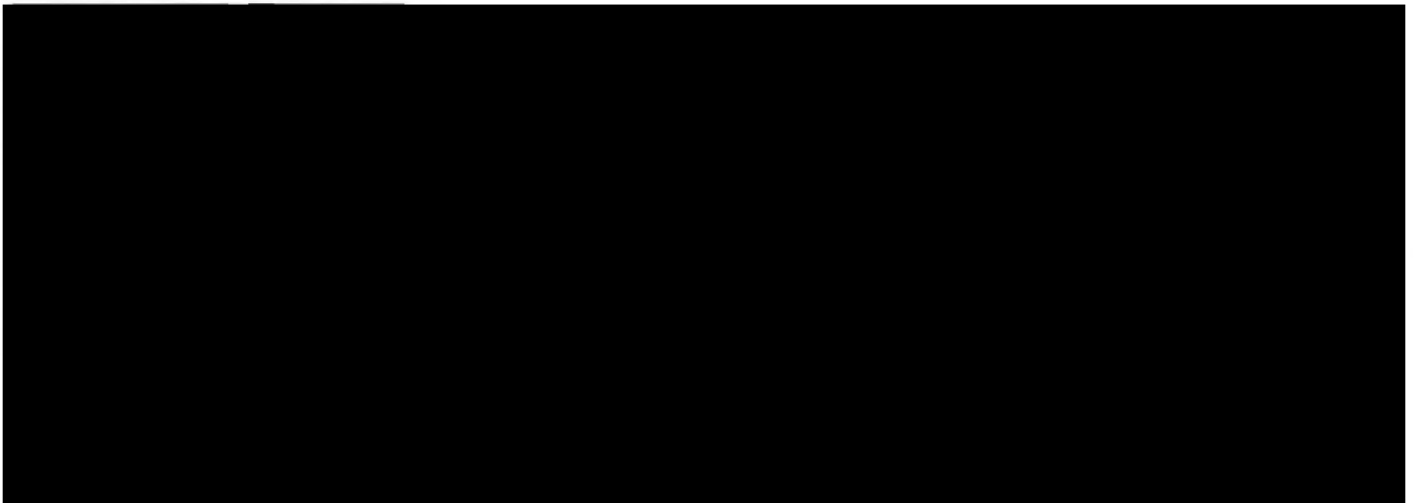
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Yours sincerely,

Sheryl Rosser

Sydney NSW 2050, Australia



From: Jamie Mckee [REDACTED]
Sent: Tuesday, 27 October 2015 5:55 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

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Yours sincerely,

Jamie Mckee

Sydney NSW 2044, Australia

From: Faye Lorenzo [REDACTED]
Sent: Tuesday, 27 October 2015 5:55 PM
To: information-Planning
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Faye Lorenzo

Sydney NSW 2131, Australia

From: Alexandra Moodie [REDACTED]
Sent: Tuesday, 27 October 2015 5:52 PM
To: information-Planning
Subject: Submission to SSI 6307 WestConnex M4 East EIS

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Alexandra Moodie

Sydney NSW 2043, Australia

From: Christen Cornell [REDACTED]
Sent: Tuesday, 27 October 2015 5:50 PM
To: information-Planning
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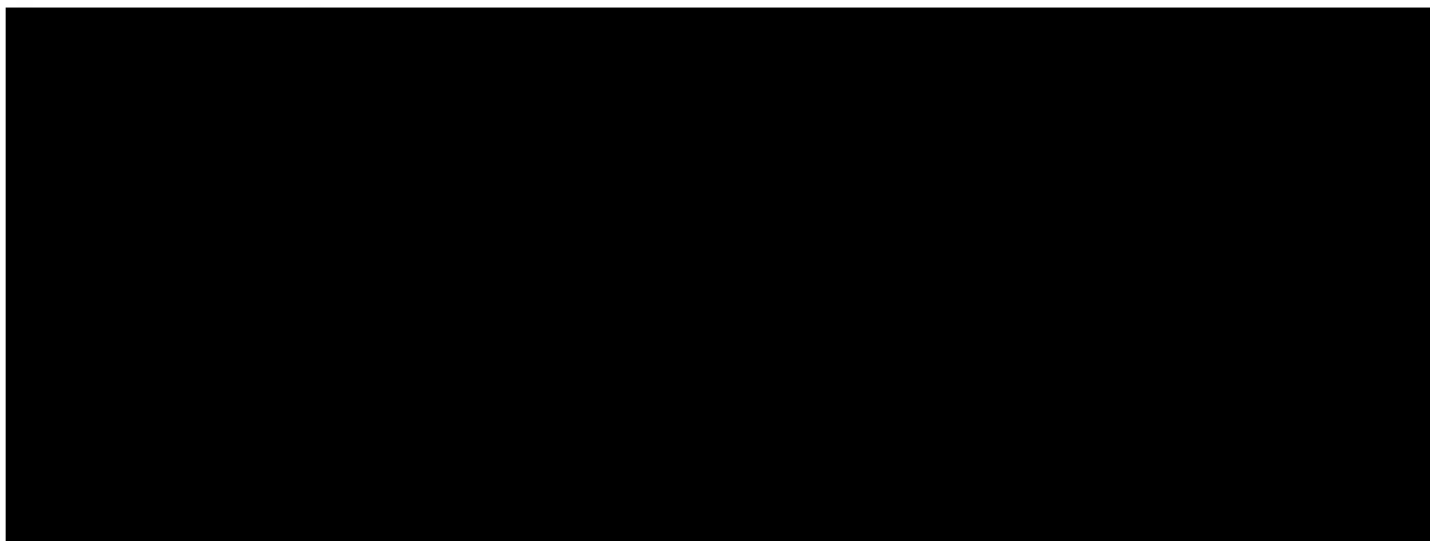
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Christen Cornell

Sydney NSW 2043, Australia



From: Alice Swain [REDACTED]
Sent: Tuesday, 27 October 2015 5:49 PM
To: information-Planning
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I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

From: Shirley Hillman [REDACTED]
Sent: Tuesday, 27 October 2015 5:58 PM
To: information-Planning
Subject: Submission to SSI 6307 WestConnex M4 East EIS

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

What plans have been made for future schools, libraries, extra parking, etc. for the thousands of people who will have to be accommodated in the proposed mega apartments that it is proposed to build

along the route of WestConnex?

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Shirley Hillman

From: mina dudley-smith [REDACTED]
Sent: Tuesday, 27 October 2015 6:01 PM
To: information-Planning
Subject: WestConnex M4 East: Submission to EIS (Ref: SSI 6307)

Attn: The Secretary, Dept of Planning & Environment

I'm writing to say that I totally oppose the WestConnex. All round the world where these sort of projects have been tried they have been an enormously expensive failure in every way. The extra roads built are soon filled up by more people using more cars which just creates masses more pollution and no increase in travel times at all. The Anzac Bridge and the tunnel under the airport are already at maximum capacity at Peak hours. The cost of this project is staggering and the spending of this stunning amount of money for the saving of 6 minutes travel time according to the Government is just ludicrous. I totally oppose the forced compulsory acquisition of people's homes that is on a breathtaking scale. It's a scandal that a suburb like Haberfield that was designed and constructed as a model world suburb at Federation is now going to have large parts of it destroyed. None of the overseas experts consulted about Sydney have suggested building roads was the right solution

for Sydney in fact they opposed it. The public have been constantly kept in the dark about this project; it's outrageous that the information has not been freely available to the community and is constantly hidden. This is a grubby underhand political development designed to cost the community a huge amount of money for no gain to Sydney at all, but enormous financial gain to the big developers and I suspect many politicians involved. What I want is trains trains trains trains to get in and out of the city. I want FAST clean on time trains like they have in Japan, UK, Germany, France Italy Spain Russian and many other countries. I'm endlessly being told by politicians that Sydney and Australia are World leaders - strange that Italy, Spain and Russia for example that are economic basket cases apparently all have super 300+ kms per hour trains. If there was a Bullet train to Woollongong, Bathurst on Newcastle I could live there and work in Sydney, I wouldn't need my car

in Sydney. Sydney is a CITY it's not a country town it needs proper city transport, Fast Trains, Underground Trains, Trams and some Buses. London is completing 'Crossrail'. It is estimated this will carry 200 million passengers a year!!! This is transport infrastructure is about, this is the future not this carbuncle the WestConnex. Dump the WestConnex!

I wish to register my strong objection to the WestConnex M4 East proposal.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

In regards to the M4 East EIS, I also object to:

- The lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.
- The short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.
- AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.
- Having each section of the Westconnex assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.
- The failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project – such as loss of housing, heritage and biodiversity.
- The failure to provide enough data to allow independent experts to verify the M4 East EIS's traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.
- Spending \$15.4 billion for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

- The poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.
- The huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.
- Hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.
- The health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!
- The total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.
- The wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.
- The failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

I therefore call on the Minister for Planning to reject this proposal on the grounds that:

- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031.
- AECOM has not even met the basic Planning Secretary's requirements in its assessment.
- This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and liveability of cities.

Yours sincerely,

mina dudley-smith



From: Leah Lynch [REDACTED]
Sent: Tuesday, 27 October 2015 6:02 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going

ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

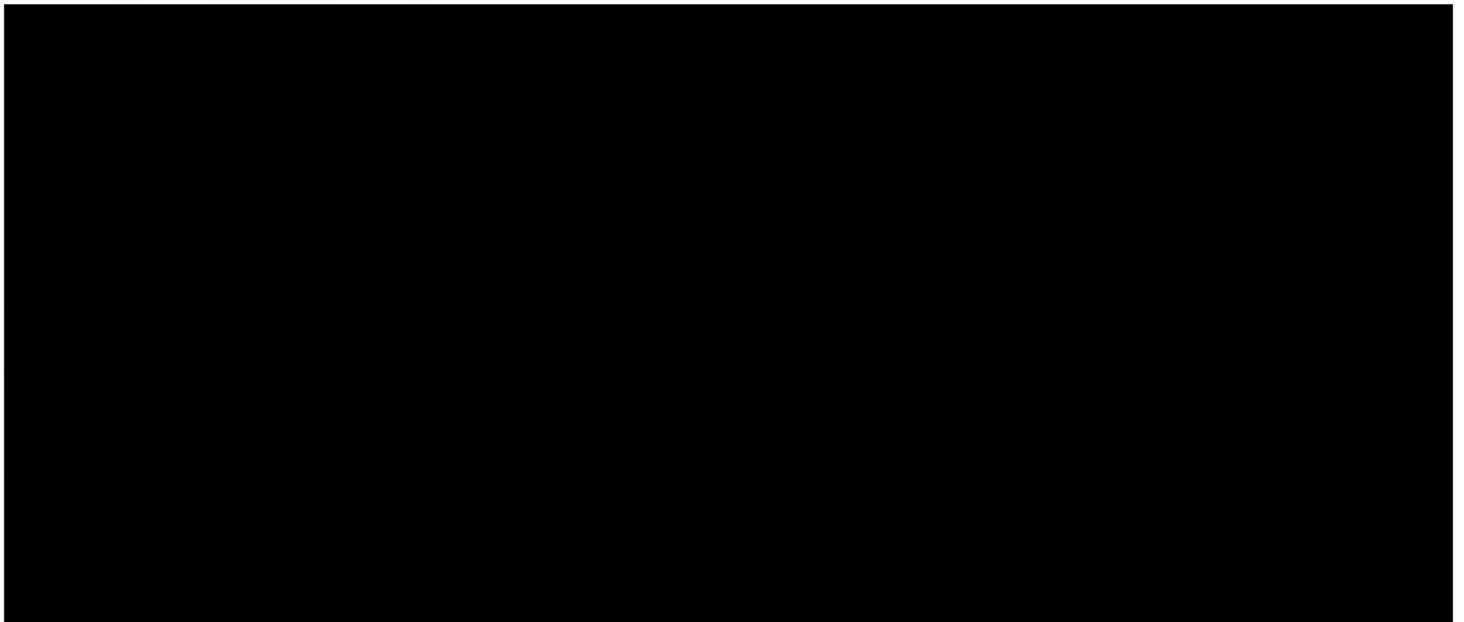
I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Leah Lynch

Sydney NSW 2042, Australia



From: [REDACTED]
Sent: Tuesday, 27 October 2015 6:04 PM
To: information-Planning
Subject: Submission to SSI 6307 WestConnex M4 East EIS

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going

ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250k in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

We don't need this retrograde step of freeways all over a city. Do something substantial and drastically improve public transport. Sensible infrastructure, not just more roads, traffic chaos, cars and pollution.

I therefore call on the Minister for Planning to reject this proposal.

From: Pauline Tyrrell [REDACTED]
Sent: Tuesday, 27 October 2015 6:04 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

There are no details of when the Emergency Ventilation Stacks will be used.

The Cintra Park plant should at least be moved further away from residences.

There should be more attention given to pedestrian access through the new road works.

There is insufficient detail on what trees and vegetation will replace those which are destroyed and planted as screening.

More broadly, I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute

off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Pauline Tyrrell

Sydney NSW 2046, Australia

From: Cynthia Moore [REDACTED]
Sent: Tuesday, 27 October 2015 6:04 PM
To: information-Planning
Subject: WestConnex M4 East: Submission to EIS (Ref: SSI 6307)

Attn: The Secretary, Dept of Planning & Environment

I wish to register my strong objection to the WestConnex M4 East proposal.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. It is not a long-term solution to Sydney's congestion problem.

In regards to the M4 East EIS, I also object to:

- The lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

. Increased traffic through local suburban streets due to vehicles avoiding the congestion on Parramatta Rd during and after construction of the M4East

- AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

- The failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project – such as loss of housing, heritage and biodiversity.

- The failure to provide enough data to allow independent experts to verify the M4 East EIS's traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

- Spending \$15.4 billion for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

- The poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

- The huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

- The health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality. Australia does not manage effectively End-of-life vehicles and their dangerous emissions so this adds to the risk of people living near emission stacks.

- The total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I therefore call on the Minister for Planning to reject this proposal on the grounds that:

- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031.

- AECOM has not even met the basic Planning Secretary's requirements in its assessment.

- This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and liveability of cities.

Yours sincerely,

Cynthia Moore

Sydney NSW 2045, Australia



From: Deanna McAsey [REDACTED]
Sent: Tuesday, 27 October 2015 6:05 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going

ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

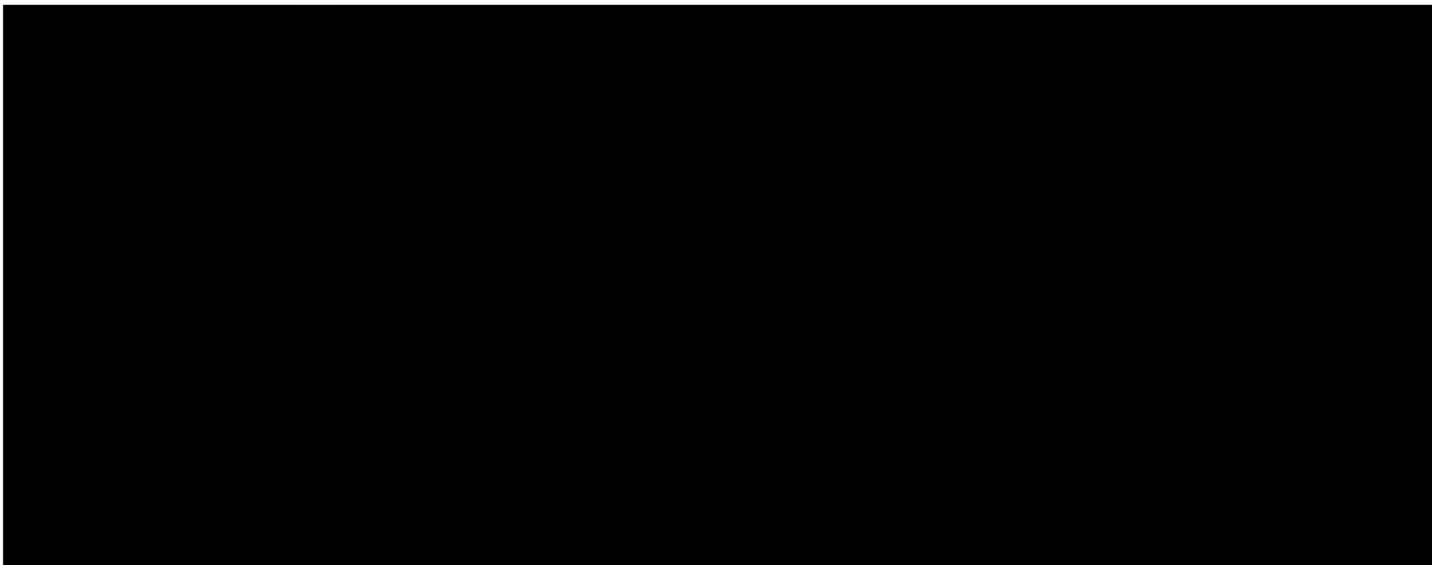
I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Deanna McAsey

Sydney NSW 2042, Australia



From: [REDACTED]
Sent: Tuesday, 27 October 2015 6:13 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going

ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West, especially the already grid locked City West Link.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

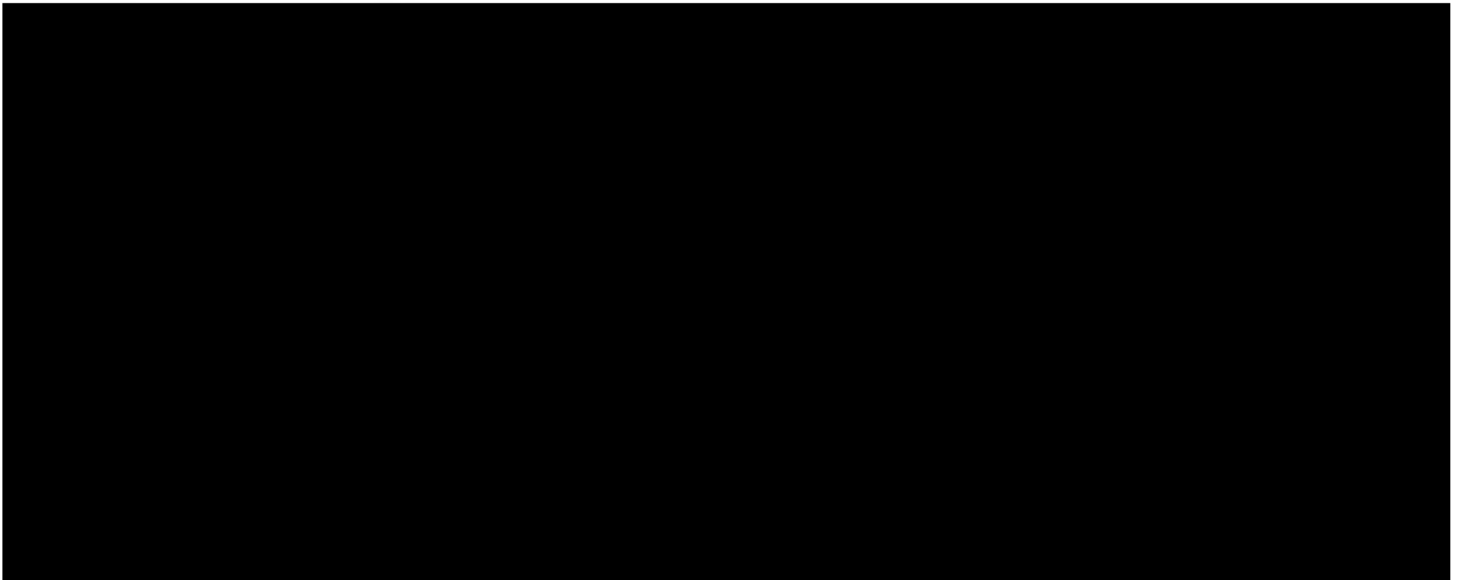
I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.



From: cecile busby [REDACTED]
Sent: Tuesday, 27 October 2015 6:14 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. I am particularly concerned regarding the negative impacts on local residents in the Newtown St Peters area, housing, heritage and biodiversity.

While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Cecile Busby

St Peters NSW 2044, Australia

From: Jenny Beachum <campaigns@good.do>
Sent: Tuesday, 27 October 2015 6:15 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Jenny Beachum

Sydney NSW 2042, Australia

From: Jacqui Duncan [REDACTED]
Sent: Tuesday, 27 October 2015 6:38 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

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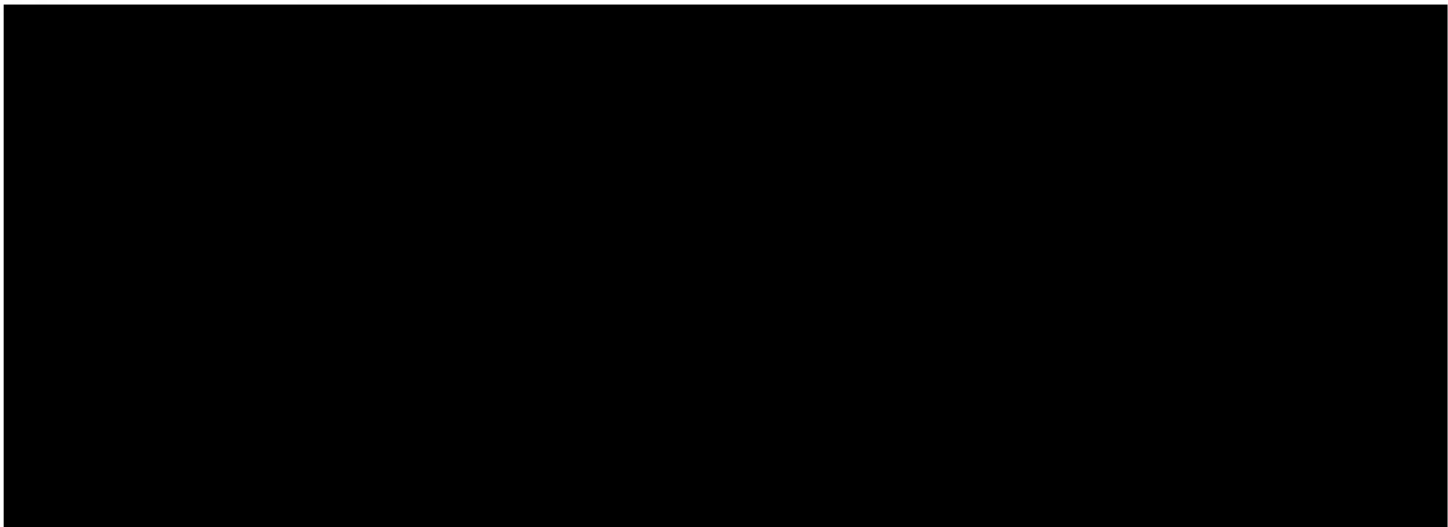
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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Jacqui Duncan

Sydney NSW 2042, Australia



From: [REDACTED]
Sent: Tuesday, 27 October 2015 6:36 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

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I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. It is not a long-term solution to Sydney's congestion problem.

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I therefore call on the Minister for Planning to reject this proposal.

From: Irene Medina [REDACTED]
Sent: Tuesday, 27 October 2015 6:34 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

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ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Irene Medina

From: Krystina Hill [REDACTED]
Sent: Tuesday, 27 October 2015 6:33 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

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Krystina Hill

Sydney NSW 2015, Australia

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Sent: Tuesday, 27 October 2015 6:32 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

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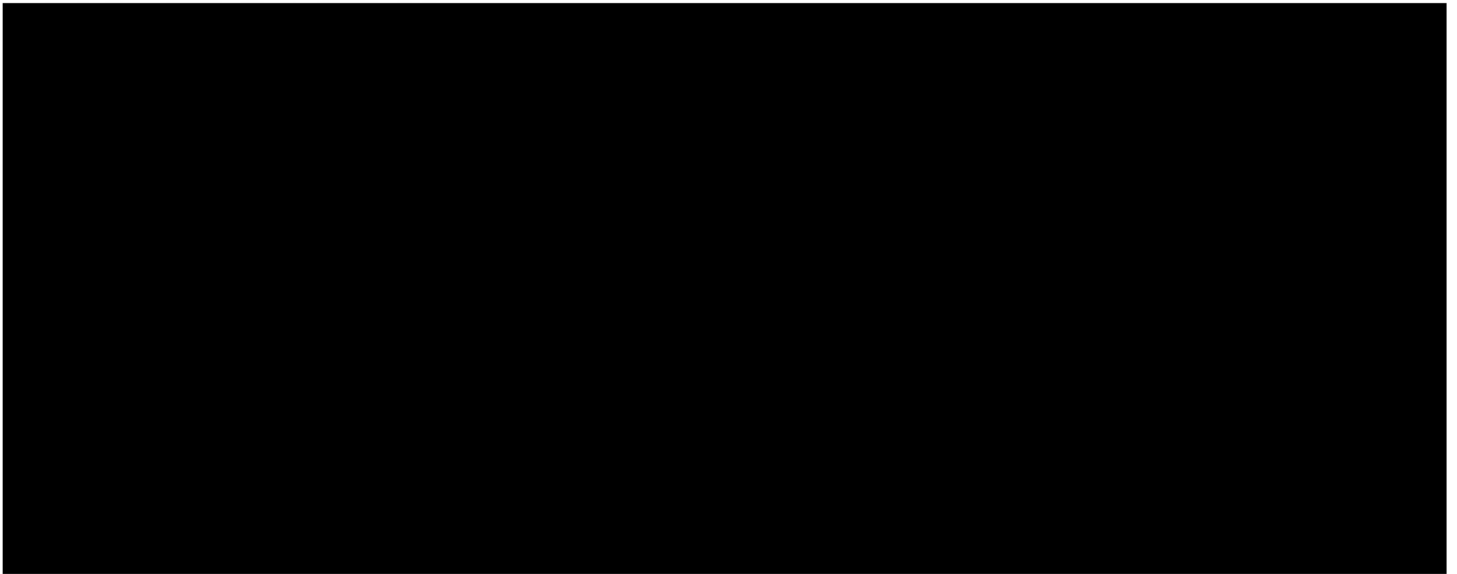
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Sent: Tuesday, 27 October 2015 6:32 PM
To: information-Planning
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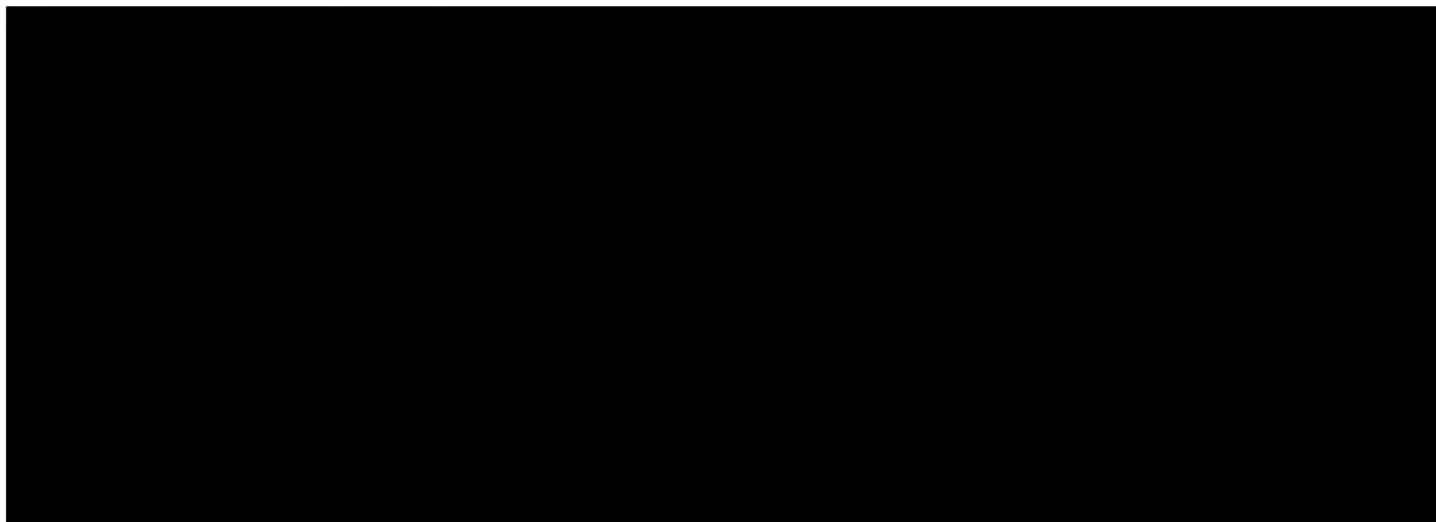
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Yours sincerely,

rachel mckay

Sydney NSW 2131, Australia



From: kane koster [REDACTED]
Sent: Tuesday, 27 October 2015 6:30 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

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kane koster

Sydney NSW 2044, Australia

From: Heather Ford [REDACTED]
Sent: Tuesday, 27 October 2015 6:28 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

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I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

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I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

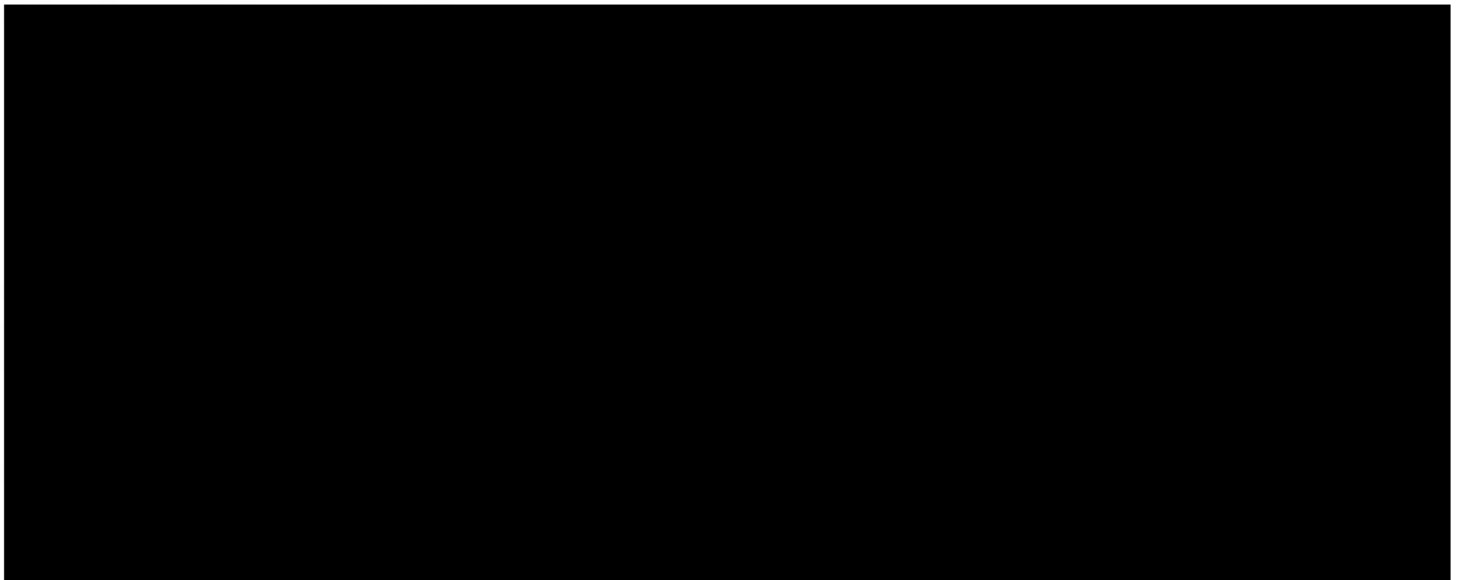
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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Yvonne Rich

Sydney NSW 2040, Australia



From: Fran Scarlett [REDACTED]
Sent: Tuesday, 27 October 2015 6:15 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

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I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

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I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Fran Scarlett

Sydney NSW 2046, Australia

From: Caroline Shepherd [REDACTED]
Sent: Tuesday, 27 October 2015 7:07 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

As a lifelong resident of the Inner West I am vehemently opposed to every single aspect of the WestConnex M4 East proposal, and to the corrupt processes that have enabled politicians, abrogating their responsibility to represent their electorates, to support this debacle of an idea.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Caroline Shepherd

Sydney NSW 2204, Australia

From: Duncan Pryse-Jones [REDACTED]
Sent: Tuesday, 27 October 2015 7:03 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I find it impossible to get straight forward answers from west conned like the exact location of smoke stacks. And exact tunnel locations. The maps on the website have zero detail and are not drawn to scale

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Duncan Pryse-Jones

Sydney NSW 2205, Australia

From: [REDACTED]
Sent: Tuesday, 27 October 2015 7:02 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

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I therefore call on the Minister for Planning to reject this proposal.

From: Julie Nelson [REDACTED]
Sent: Tuesday, 27 October 2015 6:58 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

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Yours sincerely,

Julie Nelson

Australia 2042, Newtown

From: Margaret Mackey [REDACTED]
Sent: Tuesday, 27 October 2015 6:57 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

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I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

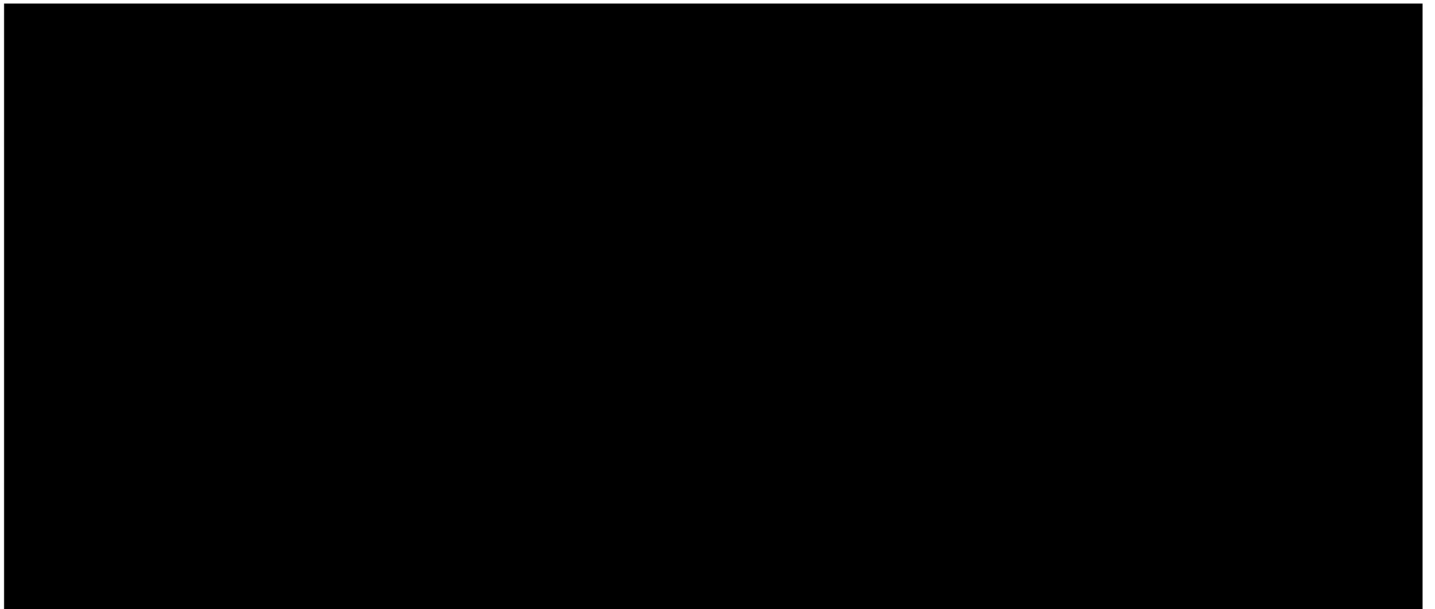
I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Margaret Mackey

Sydney NSW 2042, Australia



From: Bruno Monteiro [REDACTED]
Sent: Tuesday, 27 October 2015 6:57 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going

ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Bruno Monteiro

Sydney NSW 2049, Australia

From: James Phillips [REDACTED]
Sent: Tuesday, 27 October 2015 6:55 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going

ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West. While I myself do not live in the Inner West, my brother does.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

James Phillips

Roseville NSW 2069, Australia

From: Adam Taylor <campaigns@good.do>
Sent: Tuesday, 27 October 2015 6:47 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going

ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Adam Taylor

Sydney NSW 2137, Australia

From: Graham Bedford [REDACTED]
Sent: Tuesday, 27 October 2015 6:41 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the proposed WestConnex M4 East generally, and specifically to the related environmental impact statement (EIS).

Firstly, I believe that the EIS fails to consider total negative effects against the total claimed benefits. While the M4 East EIS repeatedly refers to the benefits of the entire WestConnex project when arguing for the project, it fails to consider the negative effects of the whole project, including loss of housing, heritage and biodiversity.

Secondly, I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without supporting detail, analyses or justification.

Thirdly, I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews. I also object to unsolicited proposals by private interests forming the basis for ad hoc transport planning.

The consequence of the lack of transparency, and ad hoc planning, is that \$15.4 billion will be spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

Lack of transparency, and ad hoc planning, is justified in the EIS with poor analysis of alternatives. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

It is a mockery of community consultation when fifty-five days is allowed to respond to the EIS. This document runs to nearly 5,000 pages, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I think there are serious conflicts in relation to AECOM and its various roles in the project, including the EIS. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going ahead. I understand that AECOM has been sued for being negligent in relation to its past traffic studies, and has paid more than \$250million in settlement costs.

Amongst other evidence of the EIS justifying a pre-existing outcomes, it fails to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

In addition, the M4 East biodiversity assessment 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

Fundamentally, the EIS fails to address a number of key community concerns and potential harms. These include:

1. the large and significant increased flow of cars and trucks out of tunnel exits onto local roads through out the Inner West
2. hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this, including the effect of forced acquisitions on residents
3. health risk and air quality analysis, which fails to assess the true impact of the M4 East and the patently absurd claim that WestConnex will improve local air quality
4. wholesale destruction of heritage homes and precincts
5. failure of WestConnex consultants to directly consult with business owners and the effect the M4 East would have on their livelihoods
6. exposure of NSW taxpayers to unacceptably high levels of financial risk.

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

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Graham Bedford

From: Miranda Herron [REDACTED]
Sent: Tuesday, 27 October 2015 6:39 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going

ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Miranda Herron

Sydney NSW 2049, Australia

From: Joel Tarling [REDACTED]
Sent: Tuesday, 27 October 2015 7:12 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going

ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Joel Tarling

Sydney NSW 2050, Australia

From: Kathleen Kell [REDACTED]
Sent: Tuesday, 27 October 2015 7:15 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

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ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

I object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Kathleen Kell

Sydney NSW 2042, Australia

From: Thomas Gray [REDACTED]
Sent: Tuesday, 27 October 2015 7:19 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

While I now live in Canberra my primary concerns are the impact on residents of the inner west and the completely backyard nature of this kind of investment in a time when our cities need to move away from cars and roads.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

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I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

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I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. It is not a long-term solution to Sydney's congestion problem.

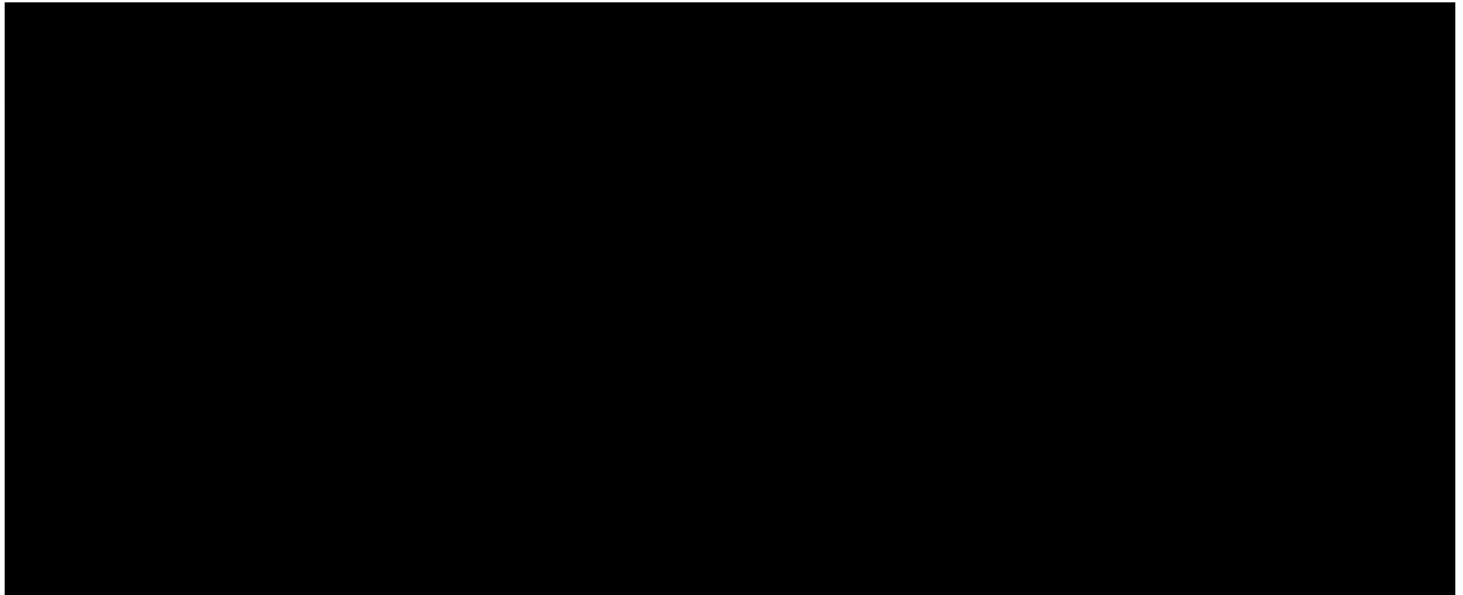
The fact that the State Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Thomas Gray



From: leo Sullivan [REDACTED]
Sent: Tuesday, 27 October 2015 7:19 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I would like to make known my objections to the overall concept of the WESTCONNEX road project and to specific failures with the EIS.

The Westconnex road system, if implemented, will not work. The proof of that is already staring us in the face. The M5E extension tunnel (built several years ago) has totally failed to alleviate traffic congestion because it only attracted more cars. The proof is so blindingly obvious, that part of the Westconnex plan is to build another one exactly the same.

It has been shown in previous studies, that the proposed M4E extension will also fail because, a) it will attract more cars and, b) it will move traffic faster to existing choke points like Parramatta Road, the Anzac Bridge and the City of Sydney itself. It seems to me, this evidence is being ignored in this current plan.

The M4E proposal is to build a tunnel under Parramatta Road from Strathfield to Haberfield, exiting on Parramatta Road and Wattle streets. The traffic will arrive at those two choke-points 6 minutes earlier (on today's figures) to be faced with a series of traffic lights which will cause the traffic jam to extend kilometers back into the tunnel. The dangers in that are well known to traffic experts and it seems incomprehensible to me that that could be allowed to happen. By the time this folly is completed, more cars will be on the road and the 6 minute 'advantage' will be well gone anyway.

Stage 3 of the Westconnex project - to link the two tunnels M4E and M5E, at first seems like a credible attempt to solve some of the above issues. However, in my view and in the view of the EIS, the benefits from this change are at best minimal.

Firstly, the chances of Stage 3 being built are very limited as, according to the Westconnex website, funding is dependent of money raised from tolls on Stage 1 and 2. If Stages 1 and 2 deliver so little advantage to drivers (6mins?) they are unlikely to collect enough toll money to continue. Prime examples in Sydney are the Lane Cove Tunnel and The Cross City Tunnel, both of which did not meet traffic predictions.

Secondly, the stage 3 tunnel plan seems to be ignoring the fact that at every exit, either Parramatta Road, Wattle Street, Lilyfield or St Peters, there are serious choke points which leave nowhere for the traffic to go, but to back up inside the tunnel.

I object to the fact that I am forced to educate my friends and colleagues about the dangers of this road project, because the Government is pushing ahead with it, without allowing proper public discussion about it. The PR people employed to explain the project in shopping malls know nothing about it and therefore cannot answer any specific questions about it.

I object to the fact that the company employed to present the EIS (Environmental Impact Statement) have a vested interest in the project going ahead. It is therefore not independent.

I object to this project (and all others like it) having not given proper consideration and/or funding towards public transport alternatives.

I object to the tunnel in general, but if you must have road tunnels, you must also have proper air filtrations of the exhaust stacks. I object that these have not been included, especially as one of these stacks is adjacent to Haberfield Primary School. Why was that not exposed in the EIS?

I am also annoyed about the unnecessary destruction of many Heritage homes in my areas as well as the proposed damage to local parks, including cutting down several beautiful Morton Bay fig trees. I imagine I will be even more annoyed when the 24-hour construction work begins. Especially as it will all be for nothing! I object to this unnecessary waste.

In summary, I object to so much money being spent without a proper and independent business case being proffered, without an independent EIS report being presented and without proper consultation with local communities affected. I object to building contracts being signed before EIS is even released, let alone approved. I object to this project being commenced without proper planning approvals and without a full and frank discussion in the wider community on the topic private roads and Public Transport.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

leo Sullivan

Sydney NSW 2045, Australia

From: Lena Laurenzi [REDACTED]
Sent: Tuesday, 27 October 2015 7:22 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I object to \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going

ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.

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I object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

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I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

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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.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Lena Laurenzi

Sydney NSW 2045, Australia

From: Paola Laurenzi [REDACTED]
Sent: Tuesday, 27 October 2015 7:26 PM
To: information-Planning
Subject: Ref: SSI 6307 Re: Formal submission to EIS, WestConnex M4 East

Attn: The Secretary, Dept of Planning & Environment

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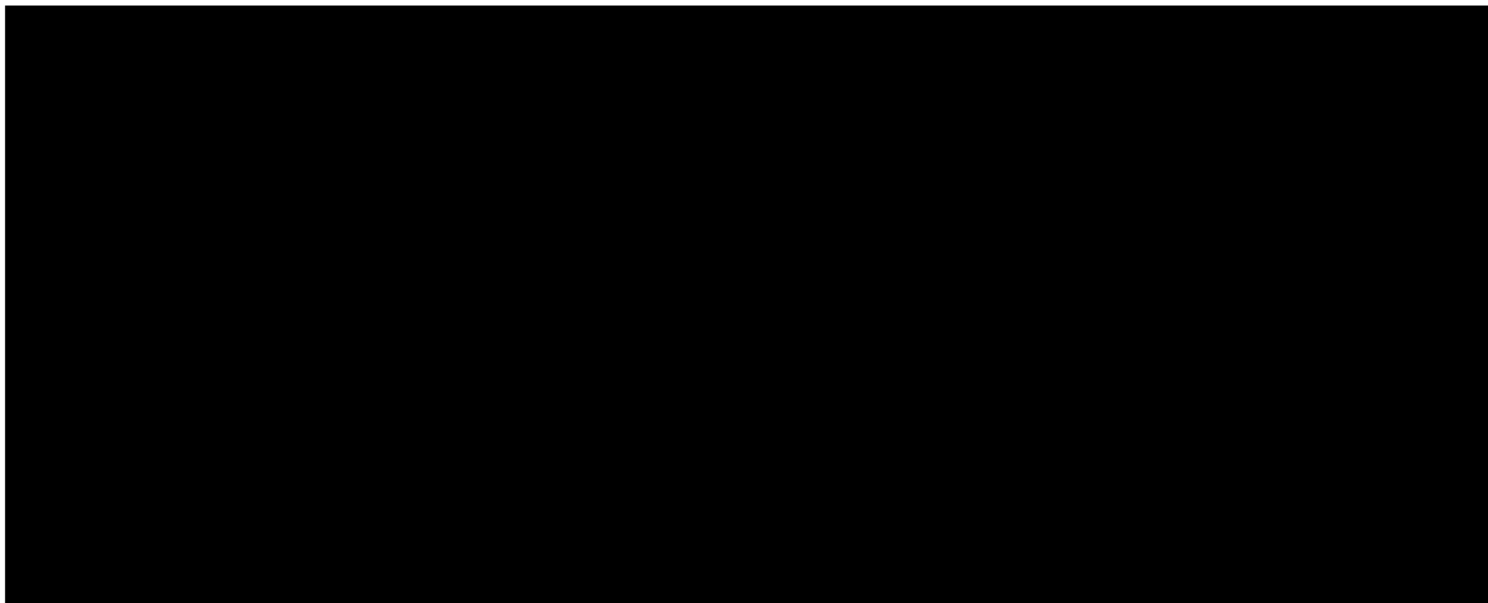
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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Paola Laurenzi

Sydney NSW 2045, Australia



From: Belinda Hallett [REDACTED]
Sent: Tuesday, 27 October 2015 7:29 PM
To: information-Planning
Subject: Formal submission to WestConnex M4 East project, SSI 6307

For the attention of the Secretary, Dept of Planning & Environment

I wish to make a submission in response to the WestConnex M4 East Environment Impact Statement (EIS). I strongly object to the proposed M4 East, and to the overall WestConnex project.

I object to billions of taxpayer dollars being spent on a toll road that will only provide short-term relief. By 2031, the modeling in this EIS shows the M4 East will reach capacity. Traffic volumes will also increase significantly on key roads in the target area, including:

- Parramatta Rd at Homebush: Traffic on will increase by 46%, with average weekday traffic climbing from 33,600 to 49,800 by 2031.
- East-west traffic along Lyons Rd, Dobroyd Parade, Parramatta Rd and New Canterbury Rd: This will jump by about 48% if WestConnex is built, averaging around 193 cars a minute, 24 hours a day.
- The proposed tunnel linking the M4 and M5 in Stage 3 of the project will result in very high traffic densities.

I also object to the complete lack of transparency surrounding WestConnex:

- No business case has been revealed for the \$15.4 billion WestConnex. The short 'summary' released by WestConnex to date is no substitute for a full and proper business case with detailed cost/benefit analyses, traffic modelling, and other data that can be independently scrutinised.
- In Dec 2014 the NSW Auditor-General noted that there were 'shortcomings in the level of independent assurance provided to the Government'. According to the Government's framework, an additional 4 'Gateway' reviews should have been conducted.
- The NSW Auditor-General noted fundamental conflicts in that WestConnex steering committees and boards also provided assurances to Government.
- The Sydney Motorway Corporation (SMC) is the public/private company charged with delivering WestConnex. Information about SMC cannot be captured through Freedom of Information requests, shielding it from scrutiny.

I object to claims made in this EIS that WestConnex will result in less pollution due to free-flowing traffic.

- Total traffic east-west across this part of Sydney will jump 53% by 2031. Such an increase is hardly going to improve air quality.
- The EIS shows that air quality at the 31 sites modelled across the M4 East area will greatly exceed the proposed national standard of 8 microns per cubic metre of air by 2021.
- The EIS also shows the air quality for a large section of Sydney, including Haberfield, Five Dock, Ashfield, Burwood, Strathfield, Concord, Canada Bay, Homebush and Flemington, will be about 25% worse in the next 6 years than the target air quality standard.
- Unfiltered pollution exhaust stacks will be located less than 500m from public schools, childcare centres and nursing homes.
- Modern diesel exhaust consists mostly of particles sized PM0.5 and smaller. There is no measurement in the M4 EIS of the quantity of these particles that drivers will be exposed to in WestConnex's tunnels.
- Fine particle matter has been placed by the World Health Organisation (WHO) in the same class of carcinogens as asbestos. They can penetrate deep into the throat and lungs, and are known to cause premature mortality, respiratory and heart diseases, cancers, impaired lung development in children, and more.

I object to the impact WestConnex will have on our environment and biodiversity:

- The M4 East EIS field surveys are very limited in duration and season. The EIS acknowledges this, stating "it is possible that seasonal species were not identified".
- Many homes targeted for acquisition and destruction for the M4 East have substantial yards with mature trees and green areas. Streetside green spaces will also disappear, along streets lined with established trees.

I object to the devastating impact WestConnex will have on people and communities:

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
- Many residents report that prices being offered by the government grossly undervalue their properties, causing great stress at an already traumatic time.
- Thousands of residents will be impacted by increased noise and pollution, which will have significant negative health impacts. This is also likely to devalue many homes near the WestConnex.
- Consultations with Local Councils were only done on the concept plan regarding the M4East and were not repeated in 2015 after the final route was announced. Therefore councils were not given the opportunity to address the social and heritage impacts on the final route.

- Local communities will be carved up by multi-lane roads, cutting residents off from each other and vital social infrastructure.
- Communities will be subjected to years of disruption and traffic chaos during the construction phase of the tollway, creating stress and loss of amenity.
- Pedestrians and cyclists will be impacted as they face increased traffic density on key roads, increased travel times, and increased risks.

I object to the potential contamination of local waterways WestConnex will cause:

- Construction work will cause potential contamination of downstream waterways and groundwater, impacting on aquatic and riparian habitats.
- Accidental leaks or spills of chemicals, fuels, oils and/or greases from construction plants and machinery may result in pollution of local waterways and groundwater sources.
- Discharge of treated groundwater, stormwater runoff during rainfall events and direct deposition of airborne particles risk causing acute or chronic contamination of water quality in downstream waterways.
- Huge permanent sediment basins will have to be located at the Homebush Bay Drive interchange to accommodate contaminated runoff in storm events.

I object to the large-scale destruction of key Sydney heritage sites for the M4 East:

- The M4 East EIS notes that 53 properties within the Haberfield Conservation Area will be demolished, "permanently (removing) a substantial portion of the built heritage items fronting Wattle Street." 29 of these are assessed as 'contributory to the values of the Conservation Area'.
- The constant daily movement of large transport trucks severely degrades the urban environment, including those with heritage significance.

I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Belinda Hallett

Haberfield NSW 2045, Australia

