

1101



PCU062322

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

ADDITIONAL COMMENTS

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation
(tick box):

- ☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.
☐ I HAVE made donations exceeding \$1000 in the requisite period.

DETAILS

Department of Planning
Received

20 OCT 2015

Scanning Room

SIGNED

Alan W Warren

NAME

ALAN WILLIAM WARREN

DATE

26-10-15

ADDRESS

3 DAVIES STREET LEICHHARDT

POSTCODE 2040

EMAIL

#BIGAL007@INTERNODE.ON.NET

PLEASE PRINT CLEARLY

Director, Major Project Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001

1102

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

ADDITIONAL COMMENTS

the destruction of established community. in favour of an extraordinary increase in population is beyond ridiculous.

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation (tick box):

☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.

☐ I HAVE made donations exceeding \$1000 in the requisite period.

DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

Sharyd Markham

26.10.15

3/22 The Boulevard Lewisham

sharyd@gmail.com

POSTCODE

2049

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

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

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

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

ADDITIONAL COMMENTS

As per the requirements set out in legislation (tick box):

- ☒ **I HAVE NOT** made any donations exceeding \$1000 in the requisite period.
- ☐ **I HAVE** made donations exceeding \$1000 in the requisite period.
- DETAILS

PLEASE PRINT CLEARLY

26 10 2013
1A NORTH AVE LEICHHARDT NSW POSTCODE 2040

Director, Major Project Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001

1104

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

ADDITIONAL COMMENTS

Australian Government need to
catch up with the rest of the
'Sustainable - Thinking' world.
Why are we so far behind?
... Greed and short-sightedness.

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation
(tick box):

- ☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.
☐ I HAVE made donations exceeding \$1000 in the requisite period.

DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

Janene Taylor

2/11/15

49 Merindah Rd, Baulkham Hills POSTCODE 2153

janenetaylor.hom@gmail.com

Director, Major Project Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001

1105

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

ADDITIONAL COMMENTS

I STRONGLY OBJECT TO THE
DEVELOPMENT PROPOSED BEHIND MY
HOUSE! WE ARE INFIRMED
ELDERLY PEOPLE WHO'S HEALTH
WILL BE ADVERSELY AFFECTED BY THE
STRESS AND WORRY! PLEASE STOP
THIS AND LEAVE US IN PEACE!

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation
(tick box):

- ☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.
☐ I HAVE made donations exceeding \$1000 in the requisite period.

DETAILS

POSTCODE 2137

Director, Major Project Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

ADDITIONAL COMMENTS

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation (tick box):

- ☐ I HAVE NOT made any donations exceeding \$1000 in the requisite period.
- ☐ I HAVE made donations exceeding \$1000 in the requisite period.
- DETAILS

SIGNED

Annalisa Shannon

NAME

ANNALISA SHANNON

DATE

25.10.15

ADDRESS

93 CHARLES ST LEICHTHARDT

POSTCODE 2040

EMAIL

polgiscdg@hotmail.com

PLEASE PRINT CLEARLY

Director, Major Project Assessments
 Department of Planning
 GPO Box 39
 Sydney NSW 2001

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

ADDITIONAL COMMENTS

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation (tick box):

- ☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.
☐ I HAVE made donations exceeding \$1000 in the requisite period.

DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY



WILLIAM BENNETT

25/10/2015

43 CHARLES ST LEICHHARDT

POSTCODE 2040

Director, Major Project Assessments
 Department of Planning
 GPO Box 39
 Sydney NSW 2001

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

ADDITIONAL COMMENTS

WE ARE 2 ELDERLY AND INFIRMED
 PEOPLE WHOSE HEALTH HAS ALREADY
 DETERIORATED BY THE WORK AND
 STRESS THIS PROPOSED ROAD DEVELOPMENT
 IS CAUSING US! PLEASE CHANGE IT
 AND LET US LIVE THE REST OF OUR
 SHORT LIVES IN PEACE!

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation
 (tick box):

- ☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.
☐ I HAVE made donations exceeding \$1000 in the requisite period.
 DETAILS

POSTCODE 2137

Director, Major Project Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

ADDITIONAL COMMENTS

*I am 85 years old and don't understand Hightech things
I have no computer
and this is the only way
I can object to the
WestConnex M4 East EIS
I object very strongly
to WestConnex*

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation (tick box):

- ☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.
☐ I HAVE made donations exceeding \$1000 in the requisite period.

DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

Mary Fitzpatrick
MARY FITZPATRICK

26th October 2015

5/6-8 GOWER STREET SOMMER HILL POSTCODE *2130*

PLEASE PRINT CLEARLY

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

ADDITIONAL COMMENTS *This is a real CON!*

I strongly feel that this whole project is developer driven.

Obvious, from the way the tunnel route was changed so that large towers could be built with

underground parking all along Parramatta Rd: The Baird govt is being run by the Development Lobby. You have destroyed our suburbs...happy?

SIGNED

NAME

Russell Workman

DATE

27/10/2015

ADDRESS

54 Minna Street Burwood NSW

POSTCODE *2134*

EMAIL

russellworkman@optusnet.com.au

PLEASE PRINT CLEARLY

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation (tick box):

- ☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.
☐ I HAVE made donations exceeding \$1000 in the requisite period.

DETAILS

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

ADDITIONAL COMMENTS

(i) I am concerned that the funnelling relatively close to houses & roads, will cause subsidence at the surface.

(ii) I am concerned re the length of the tunnel, on driver safety.

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation
(tick box):

- ☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.
☐ I HAVE made donations exceeding \$1000 in the requisite period.
DETAILS

Director, Major Project Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001

1112

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

ADDITIONAL COMMENTS

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation
(tick box):

- ☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.
☐ I HAVE made donations exceeding \$1000 in the requisite period.

DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

LES MC LAREN

27 Oct 15

5 Reynolds Avenue Rozelle

lgmcl@yahoo.com.au

POSTCODE 2039



Tony Coelho
40 Walker Ave
Haberfield NSW 2045

1113

Westconnex M4 East Tunnel (SSI 6307)
NSW Department of Planning and Environment
GPO Box 39, Sydney NSW 2001

Tuesday 27th October, 2015

To whom it may concern,

I make the following submission to the Environmental Impact Statement exhibition for the Westconnex M4 East Tunnel Project (SSI 6307):

I am opposed to the construction of the M4 East Tunnel and do not believe that spending \$15.4 billion to achieve a 6 minute travel time saving, is justified. The government has ignored the community by signing contracts to build this road before releasing this EIS, the full business case or obtaining planning approval.

The EIS shows that this unjustified project will irreversibly destroy the Heritage values of Haberfield, Australia's oldest garden suburb.

I want the following addressed from the EIS:

- . Filter the smoke stacks and relocate away from schools and child care centres.
- . Stop rat-running through Walker Ave by permanently closing it at the Parramatta Rd end. Access to the tunnel facilities to be had, via Parramatta Rd only.
- . Scrap proposed right hand turn from Wattle into Ramsay St.
- . Offer Voluntary Acquisitions to Walker Ave residents bordering the actual tunnel route and the construction sites if they so wish.
- . Restrict tunnelling and truck movements to standard construction hours.
- . Ensure that all back fences at Walker Ave properties bordering the construction sites and the future roadway are made safe and secure so as to prevent occurrences of house breaking, vandalism and personal safety.
- . Block all upper vents in houses laying adjacent to the demolition and construction zones in Walker Ave. to prevent the unwanted entry of polluted air and dust into the inside, during and after construction.
- . Seriously consider the following alternatives:
 - 1 Tunnel all the way to the Rozelle rail yards and re-engineer the Parramatta Road/Wattle St/Frederick St intersection as a separate project without ramps and smoke stacks.
 - 2 Build a narrower tunnel to accommodate a metro system and fill it with fast and very efficient trains instead of smoke belching cars and trucks.

As it is, this project will not solve Sydney's congestion problems and NSW taxpayers money is better spent in investing in Public Transport. Please consider my concerns and address them in your response to the community's submission to the EIS.

Yours sincerely,



Karina Coelho
40 Walker Ave
Haberfield NSW 2045

1114

Westconnex M4 East Tunnel (SSI 6307)
NSW Department of Planning and Environment
GPO Box 39, Sydney NSW 2001

Tuesday 27th October, 2015

To whom it may concern,

I make the following submission to the Environmental Impact Statement exhibition for the Westconnex M4 East Tunnel Project (SSI 6307):

I am opposed to the construction of the M4 East Tunnel and do not believe that spending \$15.4 billion to achieve a 6 minute travel time saving, is justified. The government has ignored the community by signing contracts to build this road before releasing this EIS, the full business case or obtaining planning approval.

The EIS shows that this unjustified project will irreversibly destroy the Heritage values of Haberfield, Australia's oldest garden suburb.

I want the following addressed from the EIS:

- . Filter the smoke stacks and relocate away from schools and child care centres.
- . Stop rat-running through Walker Ave by permanently closing it at the Parramatta Rd end. Access to the tunnel facilities to be had, via Parramatta Rd only.
- . Scrap proposed right hand turn from Wattle into Ramsay St.
- . Offer Voluntary Acquisitions to Walker Ave residents bordering the actual tunnel route and the construction sites if they so wish.
- . Restrict tunnelling and truck movements to standard construction hours.
- . Ensure that all back fences at Walker Ave properties bordering the construction sites and the future roadway are made safe and secure so as to prevent occurrences of house breaking, vandalism and personal safety.
- . Block all upper vents in houses laying adjacent to the demolition and construction zones in Walker Ave. to prevent the unwanted entry of polluted air and dust into the inside, during and after construction.
- . Seriously consider the following alternatives:
 - 1 Tunnel all the way to the Rozelle rail yards and re-engineer the Parramatta Road/Wattle St/Frederick St intersection as a separate project without ramps and smoke stacks.
 - 2 Build a narrower tunnel to accommodate a metro system and fill it with fast and very efficient trains instead of smoke belching cars and trucks.

As it is, this project will not solve Sydney's congestion problems and NSW taxpayers money is better spent in investing in Public Transport. Please consider my concerns and address them in your response to the community's submission to the EIS.

Yours sincerely,

Karina Coelho

27 October 2015



PCU062318

1115

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

Dear Sir/Madam

RE SUBMISSION: WEST CONNEX M4 EIS (SSI 6307)

I object to the West Connex \$15 billion dollar+++ project.

The cost, for a start, is abortive. I want to see it scrapped for a master plan that is cost-effective and delivers a public transport system that gives maximum benefit and sympathetic consideration to all road/street users. And a system that reflects world trends such as more reliance on trains, light rail, public transport and simpler ways for people to enjoy where they live and work. And why this obsession to gravitate towards Sydney-centre? There's not much there anyway. And work will become increasingly de-centralised in the future. And toll-ways are not fair.

It's SO unimaginative, the whole scheme and very old-fashioned. And with old men such as Nick Greiner heading the project, why wouldn't it be outdated? We need young, creative, innovative people to plan our cities for the 21st Century. And, I have a long memory. Nick Greiner, at some stage Premier of New South Wales, closed many important railway lines in this State when he was in office. Decisions, which I thought deplorable at the time and I still do. (Also, he got a thrashing in the election when he was ousted).

I don't think the West Connex proposal benefits the populace, but I can see how the big haulage companies, the huge and powerful road construction companies and the developers following on their heels would push for it. It's a money-spinner for them. See how the developers under the name of Urban Growth now want to put up high-rise dwellings along Parramatta Road, working in with West Connex I guess.

I hate the way the West Connex plans to plough through inner west communities, *destroying* them (eg Haberfield). And my suburb, Annandale is included. I think that is wrong and unnecessary, perfectly good dwellings are being forcibly demolished to make way for the project, owners enticed and forced to sell their properties.

I remember attending a public meeting to hear about the West Connex scheme, last year in Haberfield Park. And what struck us all was the refusal of West Connex to be upfront about its future plans. Everything seemed to be veiled in secrecy. How to get the public offside!

Finally, I think the West Connex project is far too radical, too costly for what it proposes and invasive. I don't want to live in a layered belt of concrete toll ways, underground tunnels, dominated by deafening whizzing traffic. (And note, how a *simple re-arranging of bus routes* has vastly improved traffic chaos in the city).

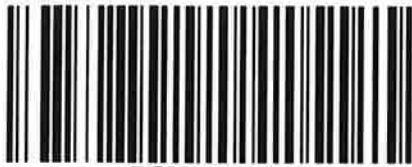
Thank you.

Yours faithfully


Margaret Ryan
3/123A Nelson Street
Annandale 2038

Department of Planning
Received
20 OCT 2015
Scanning Room

PS Political Donation Disclosure: I have never made a political donation in my life.



PCU062320



HANDS OFF HABERFIELD & ASHFIELD

TO WHOM IT MAY CONCERN,

I make the following submission to the Environmental Impact Statement exhibition for the Westconnex M4 East Tunnel Project (SSI 6307):

I am opposed to the construction of the M4 East Tunnel and do not believe that spending \$15.4 billion to achieve a 6 minute travel time saving is justified. The Government has ignored the community by signing contracts to build this road before releasing this EIS, the full business case or obtaining planning approval.

The EIS shows that this unjustified project will irreversibly destroy the heritage values of Haberfield, Australia's oldest garden suburb.

I want the following addressed from the EIS:

- Filter the smoke stacks and relocate away from schools and childcare centres.
- Build a noise wall for properties in Ashfield next to the Parramatta Rd interchange, during and after construction.
- Stop rat-running through Haberfield and Ashfield, by removing the right turn into Waratah St, Haberfield and close Chandos St at Parramatta Rd after construction.
- Offer voluntary acquisitions and WDA-funded dilapidation reports for those properties near construction sites in Northcote, Wolseley, Wattle, Walker, Ramsay, Chandos and Loftus Streets.
- Restrict tunnelling and truck movements to standard construction hours - no 24/7 truck movements.
- Return acquired properties not required after construction to Ashfield Council for community use and public open space.

This project will not solve Sydney's traffic problems and NSW taxpayers money is better spent investing in Public Transport. Please consider my concerns and address them in your response to the community's submissions to the EIS.

I also want addressed:

especially the wish of the people to have the tunnel used for TRAINS NOT TRUCKS. WE NEED MORE PUBLIC TRANSPORT

Yours sincerely

MAURA VITTOZZI

(SIGNATURE)

Maura Vittozzi

NO STAMP REQUIRED

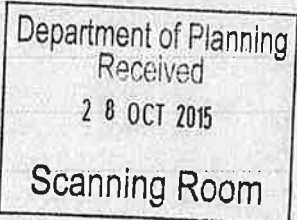


Please return in an envelope to:

JO HAYLEN MP
Member for Summer Hill
Reply Paid 88146
Marrickville NSW 2204

YOUR DETAILS

NAME: MAURA VITTOZZI
ADDRESS: N°10 ST DAVID'S ROAD
HABERFIELD SYDNEY
PHONE: 97987246
EMAIL: maura.vittozzi@yahoo.com





HANDS OFF HABERFIELD & ASHFIELD

TO WHOM IT MAY CONCERN,

I make the following submission to the Environmental Impact Statement exhibition for the Westconnex M4 East Tunnel Project (SSI 6307):

I am opposed to the construction of the M4 East Tunnel and do not believe that spending \$15.4 billion to achieve a 6 minute travel time saving is justified. The Government has ignored the community by signing contracts to build this road before releasing this EIS, the full business case or obtaining planning approval.

The EIS shows that this unjustified project will irreversibly destroy the heritage values of Haberfield, Australia's oldest garden suburb.

I want the following addressed from the EIS:

- Filter the smoke stacks and relocate away from schools and childcare centres.
- Build a noise wall for properties in Ashfield next to the Parramatta Rd interchange, during and after construction.
- Stop rat-running through Haberfield and Ashfield, by removing the right turn into Waratah St, Haberfield and close Chandos St at Parramatta Rd after construction.
- Offer voluntary acquisitions and WDA-funded dilapidation reports for those properties near construction sites in Northcote, Wolseley, Wattle, Walker, Ramsay, Chandos and Loftus Streets.
- Restrict tunnelling and truck movements to standard construction hours - no 24/7 truck movements.
- Return acquired properties not required after construction to Ashfield Council for community use and public open space.

This project will not solve Sydney's traffic problems and NSW taxpayers money is better spent investing in Public Transport. Please consider my concerns and address them in your response to the community's submissions to the EIS.

I also want addressed:

Yours sincerely

(SIGNATURE)

NO STAMP REQUIRED



Please return in an envelope to:

JO HAYLEN MP
Member for Summer Hill
Reply Paid 88146
Marrickville NSW 2204

YOUR DETAILS

NAME:

Grace Anwan

ADDRESS:

41 Grosvenor Crescent

Summer Hill

NSW 2130

PHONE:

~~044~~

MOBILE:

-

EMAIL:

gthcemrin@hotmail.com



HANDS OFF HABERFIELD & ASHFIELD

TO WHOM IT MAY CONCERN,

I make the following submission to the Environmental Impact Statement exhibition for the Westconnex M4 East Tunnel Project (SSI 6307):

I am opposed to the construction of the M4 East Tunnel and do not believe that spending \$15.4 billion to achieve a 6 minute travel time saving is justified. The Government has ignored the community by signing contracts to build this road before releasing this EIS, the full business case or obtaining planning approval.

The EIS shows that this unjustified project will irreversibly destroy the heritage values of Haberfield, Australia's oldest garden suburb.

I want the following addressed from the EIS:

- Filter the smoke stacks and relocate away from schools and childcare centres.
- Build a noise wall for properties in Ashfield next to the Parramatta Rd interchange, during and after construction.
- Stop rat-running through Haberfield and Ashfield, by removing the right turn into Waratah St, Haberfield and close Chandos St at Parramatta Rd after construction.
- Offer voluntary acquisitions and WDA-funded dilapidation reports for those properties near construction sites in Northcote, Wolseley, Wattle, Walker, Ramsay, Chandos and Loftus Streets.
- Restrict tunnelling and truck movements to standard construction hours – no 24/7 truck movements.
- Return acquired properties not required after construction to Ashfield Council for community use and public open space.

This project will not solve Sydney's traffic problems and NSW taxpayers money is better spent investing in Public Transport. Please consider my concerns and address them in your response to the community's submissions to the EIS.

I also want addressed:

Yours sincerely

(SIGNATURE)

NO STAMP REQUIRED



Please return in an envelope to:

JO HAYLEN MP
Member for Summer Hill
Reply Paid 88146
Marrickville NSW 2204

YOUR DETAILS

NAME: Kartika Thamrin

ADDRESS: 26 Carlton Cres.
Summer Hill NSW 2130

PHONE: — MOBILE: —

EMAIL: petitmode@gmail.com

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



1119

Submission: WestConnex M4 East Environmental Impact Statement (SSI 6307)

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

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

Since 2013 Government publications have implied that Westconnex was needed firstly to improve the Parramatta Road corridor by removing the trucks heading toward the western suburbs from Port Botany. It would also reduce the commute from the Western suburbs to the airport and in the process open up the Parramatta Road corridor to increased residential density.

The proposal fails on all these counts and for innumerable additional reasons including those mentioned below. The current plans for the Tempe interchange show only two lanes heading towards the airport / Port Botany, and do not include any safety lanes. This is hardly an improvement on what currently exists. Any improvement in the first two core promises would only be achieved with an additional (unfunded) tunnel under Sydney airport. The remaining core promise fails in that the current plans for the M4 east will not assist in promoting development along Parramatta Road as there is no additional public transport nor any reasonable vehicular access to the tunnel from the proposed high density development areas.

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 object to this proposal as it:

- | | |
|---|--|
| <div style="border: 1px solid black; padding: 5px; width: fit-content;">Department of Planning
Received
20 OCT 2015
Scanning Room</div> | <ul style="list-style-type: none">• Fails to provide a long term solution to traffic and congestion.• Robs the limited NSW budget of funds to invest in much needed public transport.• Will direct additional traffic into already heavily congested streets, like Parramatta and Victoria Roads.• Requires the demolition and compulsory acquisition of hundreds of homes. In the words of the EIS the design accepts the destruction of many heritage buildings in in the historic suburb of Haberfield |
|---|--|

- Fails to compare this project against alternative public transport projects.
- Is not justified by any publicly-released business case.
- The proposal raises a number of serious safety concerns as there do not appear to be any safety lanes in the current design. Almost any kind of breakdown will bring traffic to a halt and I believe any sane person who might be caught 2-3 km from a tunnel portal and survived such an incident would never allow it to happen a second time. There is also very limited information in the EIS regarding ventilation (in the case of fire) - nor the location of fire exits and travel distances to the exits.
- the need for the M5 duplication should raise alarms as to any future expansion of Westconnex. If the current design does not solve the Sydney's traffic problems, is there any provision in the design for duplication of the tunnel along this corridor. Given the complexity of gradients and connections, I would imagine it would be next to impossible!
- The Minister has regularly stated that Westconnex was not designed to go to the city and yet we have a proposal which at the moment only goes to the City centre and via an already overcrowded Anzac Bridge. Before committing to any design for the M4 east it would be only reasonable to show the long term traffic plans for the inner city and should include how each part will be integrated into a future road network. and how this will effect all the suburbs along the route. This would require designs for the airport/Port Botany tunnel, the interchanges at Rozelle and Camperdown, the new under-harbour tunnel at Balmain and the effects of traffic on the Redfern and Green Square area.
- Of equal concern is the design in relation to any tram / light rail / metro system along Parramatta Road. Although there are regular statements that they will be catered for, the space alongside the portals at Ashfield would suggest it has either not been considered, or that the authority has decided it is not needed for the proposed additional 100,000 plus residents along the Parramatta Road corridor.

Yours faithfully,



William C Pearson

1120



PCU062314

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

Mr and Mrs Makaritis
2 Australia st
Croydon 2132

25th October 2015

Dear Sir

Regarding Application number SS1 6307 Submission regarding M4 East
Motorway

We are writing to you today as we object to the M4 East motorway preferred
route.

We have lived in Croydon for 35 years.

We have also attended the following consultations.

Department of Planning Received 28 OCT 2015 Scanning Room
--

West's Ashfield 13th July

Centenary Park 18th July

Arnott's reserve 22nd August

Ashfield Town Hall 23rd September

We have read all the volumes of the EIS.

Below are our concerns.

Impacts to property

We object to the M4 east motorway option 3 generally south of Parramatta Road .Construction impacts of tunnelling would occur beneath residential properties. This Option impacts 700 homes along the proposed route and is a shorter route therefore putting cost savings and associated risks of tunnelling impacts before homes and people.

Chapter 4 sub section 4.3.2 Table 4.2 page 4.15 of the EIS states that the position of the tunnels south of Parramatta Road would preserve the corridor for future development, however, the tunnels could be placed underneath Parramatta Road and the setback areas required for new developments along busy roads for new development and therefore would not affect proposals for future development. We object to the M4 East motorway as there is a HIGH probability of damage to our home it is over 100 years old and built on no footings and at high risk of cracking. Cracks can be repaired but will always be there. We object to the M4 East motorway as we are concerned about subsidence.

Ground movement and Maximum Building settlement

We object to the M4 East motorway where tunnelling is planned under our older Federation houses with no footings and crumbling lime mortar. We object to 21 days of drilling and blasting. Chapter 18 subsection 18.3.3 page 18-15 indicates that 50mm settlement after drilling could be expected under Dobroyd Canal area and we object to tunnelling as we have concerns to our property being located so close to the canal.

Potential risk of Tunnel collapse

We object to the M4 East motorway where there is potential risk of Tunnel collapse. Chapter 25 subsection 25.1 pages 26.6 relate to tunnels at other locations and risks encountered at those areas. The EIS does not address the issues encountered by residents above the Brisbane Clem 7 and the Lane Cove Tunnel collapse. We feel there is a lack of information in the EIS which does not satisfy our concerns. We were advised by a tunnel expert that tunnel collapse is a possibility. We object to this risk to our property.

Property value

We object to the M4 East motorway as there is anticipated loss of value on our properties. Volume 2E Appendix D Page D Strathfield Council consultations of 1st July suggests that those who assumed that they could fund their retirement through the sale of their homes, are likely to expect a decrease in the value as a result of the WestConnex project. We object to the M4 East Motorway as we have worked hard to buy our property and now we will have an easement on our title deeds which we believe will decrease the value of our property.

Operational noise and vibration

We object to the M4 East motorway and the likelihood of operational noise and vibration. Volume 1A page 469 suggests there will be no operational noise heard from the tunnels after construction however the Westconnex fact sheet of September 2015 'M4 East Environmental Impact Statement-Tunnelling' indicates, quote "once the tunnel is complete, you are unlikely to be able to hear or feel any vibrations from vehicles using the motorway".

These two statements are conflicting, and as there are no technical calculations in the EIS to prove there will be no noise or vibration post construction, therefore I do not trust the information provided in the EIS.

Consultations

We object to the M4 East Motorway and wish to express our disappointment in this motorway and the way it has been addressed since the beginning, we were never formally advised our home was going to be acquired underneath. We feel we were never treated with respect and integrity as property owners.

We object to the M4 East motorway project as consultations were full of conflicting information where we were shown poor quality maps Volume 2A Appendix F.

We object to the M4 East motorway as we were told lots of conflicting information as to why the tunnel could not go under Parramatta rd. We object to the M4 East motorway because at a recent meeting at Ashfield Town Hall a Westconnex spokesperson advised us that after spending 15 Billion on this project the problem with the traffic would not be fixed it would just move the problem from Concord to Haberfield. Lots of questions were asked and many times the experts could not answer the questions, what questions they could answer were vague. We were advised at the Arnott's reserve consultation by a tunnel designer that he would not like a tunnel under his home he also said nobody would like a tunnel under their home. We object to the tunnels being built under homes because at consultations we were advised the tunnel could be built anywhere, we object to this project as there are many ethnic people in affected areas who cannot read the EIS as it is not printed in other languages.

We found the kiosk at Westfield Burwood unhelpful with no answers.

Lack of Transparency

We object to the M4 East motorway the way we found out about our property being acquired underneath by a brochure in the letterbox which had a poor quality map on it that did not have our street name on it. We object to the secrecy behind this project and the lack of information that was offered to residents.

Petitions

We object to the M4 East motorway as we have doorknocked over 800 residents who have signed a petition to say they do not want a tunnel under their home.

Political donation

We have not made any political donations.

Privacy Statement

We have read the terms of the privacy statement on the website

<http://majorprojects.planning.nsw.gov.au/>

Regards

Michael and Dora Makaritis

Handwritten signatures of Michael and Dora Makaritis. The signatures are in black ink and appear to be written on a light-colored background. The signature on the left is more compact, while the one on the right is more elongated and stylized.

Secretary
 DP & E Project No. SSI 6307
 N.S.W. Department of Planning & Environment
 GPO Box 39, Sydney N.S.W. 2001

Submission: EIS WESTCONNEX PROJECT

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.

Yours Sincerely,



Name: LES MCCAREW

Address: 5 Reynolds Avenue Rozelle 2039

Phone (opt)

Email lmccl@yahoo.com.au Date 27 Oct 15

The Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

1122
Date: 13/10 2015

RECEIVED

16 OCT 2015

SECRETARY

WESTCONNEX PROJECT: Environmental Impact Statement for M4East Tunnel Project (EIS)

I make the following submission in relation to the above EIS. I strongly object to both the M4 East extension and the entire WestConnex project of which this is part, and request a reply to the following concerns:

1. I object to the lodging of the EIS before a **full business case** has made public, and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic and transparent planning.

2. I object to the traffic impacts that WestConnex, including the M4 East tunnel, will impose on Sydney's population. The Government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion. The evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.

3. I object to hundreds of people being forced from their homes and businesses for the over 290 properties that will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by the Government are grossly undervalued and they would not be able to afford to buy in the same area.

4. I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. WestConnex is already making living conditions worse for people in suburbs such as Granville and Auburn, and offers nothing to residents beyond Parramatta who have been treated like second-class citizens when it comes to public transport for far too long.

5. I object to the fact that business owners were not consulted for the economic impact study.

6. I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities [and] sleep patterns with consequent impacts on health and wellbeing." This is *totally* unacceptable to me.

7. I object to the toxic pollution that will come with the M4East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

8. My firm view is that the project should be put on hold until a comprehensive cost-benefit analysis is completed of the long-term transport needs of Sydney residents. Such a study needs to look ~~far~~ ahead to the quality of city life and a transport system that includes a large component of an integrated public transport network. Anything short of this is a serious dereliction of social responsibility.

Yours sincerely

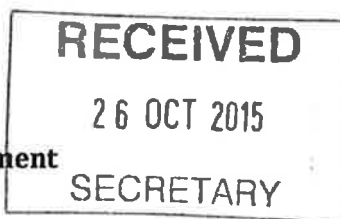
Name: PETRO ALEXIOU

Address: 63 MARRIBOROUGH ST, LEICHHARDT NSW 2040

Phone (Opt): 0402564722

Email: alexioyp@amaze.net.au

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT



Date: 21 Oct 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: Fran Weston

Address: 10 Bucknell St Newtown

Phone (Opt): 0422347406

Email: franweston@tpg.com.au

From: system@affinitylive.com on behalf of Bhuva Narayan [REDACTED] >
Sent: Wednesday, 28 October 2015 3:56 PM
To: Brent Devine
Subject: Submission Details for Bhuva Narayan (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Bhuva Narayan
[REDACTED]

Leichardt Council, NSW
2039

Content:
We need better public transport, not more roads that disrupt more homes.

[REDACTED]

From: system@affinitylive.com on behalf of Edmond Chung [REDACTED] >
Sent: Wednesday, 28 October 2015 5:00 PM
To: Brent Devine
Subject: Submission Details for Edmond Chung (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Edmond Chung
[REDACTED]

Burwood, NSW
2131

Content:

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

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

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

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

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

- * Factor into the traffic modelling the very large increase in apartment construction - and therefore of population - that has been promoted by the WestConnex Delivery Authority and other agencies as a major rationalisation for the proposal.

- * Honestly discuss public transport and freight rail alternatives.

- * Publish a robust business case to justify expenditure of billions of dollars worth of taxpayers' funds.

- * Properly describe the long term impacts of air pollution generated by the increased traffic volumes the project is designed to facilitate.

- * Consider more sustainable public and active transport options that will produce a lower level of greenhouse gas emissions.

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

- See more at: <http://westconnex.info/?p=348660#sthash.ddlwhyLy.dpuf>

[REDACTED]

From: system@affinitylive.com on behalf of Miska Mandic <[REDACTED]>
Sent: Wednesday, 28 October 2015 7:41 PM
To: Brent Devine
Subject: Submission Details for Miska Mandic (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Miska Mandic
[REDACTED]

Rose Bay, NSW
2029

Content:

The EIS seems to have been done in such a way as to be purposefully convoluted and rushed, published as a dense and impenetrable PDF document; as if its creators didn't actually want it to be understood or read, and certainly not responded to with submissions. It's also EXTREMELY worrying that the company charged with publishing the EIS - AECOM - has a conflict of interest and is biased to the success of the WestConnex project because of their other numerous contracts (including traffic director, design engineering services and landfill) totalling over \$32 million.

[REDACTED]

From: system@affinitylive.com on behalf of Nuala Ward <[REDACTED]>
Sent: Wednesday, 28 October 2015 11:23 PM
To: Brent Devine
Subject: Submission Details for Nuala Ward (object)
Attachments: 151028 Westconnex EIS response.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Nuala Ward
[REDACTED]

Haberfield, NSW
2045

Content:
Please refer to the attached letter which outlines my concerns with this project.

[REDACTED]

14 Kingston St

Haberfield

NSW 2045

28th October, 2015

Westconnex M4 East Tunnel (SSI 6307)

NSW Department of Planning and Environment

GPO Box 39, Sydney, NSW 2001

To Whom It May Concern,

RE: Response to WestConnex EIS

I make the following submission to the Environmental Impact Statement exhibition for the WestConnex M4 East Tunnel Project (SSI6307).

I am opposed to the construction of the WestConnex project, and in particular the spending of \$15.4bn of taxpayers' money on this project without significant measureable return on investment. The business case for this project needs to be released to the public. The EIS claims a travel time saving of 6 minutes for people using the tunnel.... but then dumps them into already congested roads. There has been inadequate consideration for alternative solutions to address Sydney's traffic problems, such as public, pedestrian and cycling transport solutions, and the EIS fails to consider less destructive tunnel or road solutions, or outline the clear reasons why the 'long tunnel' option was discounted. There is inadequate consideration for the devastating impact this project has on the lives of people living in the communities of Haberfield and Ashfield, and the destruction of heritage items. Page v of Vol-1A of the EIS states "minimising cumulative impacts on the local community". Clearly whoever wrote this does not have any concept of the impact on the local community.

I have spent many, many hours in recent weeks attending meetings, and reading the EIS in order to understand the justification and ramifications of this project, and this has led me to raise the following concerns.

Impact on Haberfield Public School (HPS) and broader Haberfield Community

I have two children, one who already attends HPS, and another who will commence kindergarten in 2016. HPS is a wonderful school, with dedicated teaching and support staff and a wonderful community feeling. We enjoy the feeling of community at our local school and the local area and are very concerned about the loss of community due to the destruction of local property, and the impact on our children's health and learning environment with the proposed construction.

I object to the construction of unfiltered ventilation stacks less than 500m from Haberfield Public School. It is appalling that in the 21st Century, the NSW Government believes it is acceptable to build a tunnel without filtration. Mike Baird and Duncan Gay would not want this on their own doorstep, so why do we have to. Recent tunnels which have been constructed in Madrid and Tokyo have installed such filtration systems, and even a report from the RTA itself in February 2004 "Electrostatic precipitators and ventilation in road tunnels in Japan" recommends that the RTA should investigate the use of Electrostatic Precipitators in Sydney tunnels.

(www.rag.org.au/tunnel/graphics/japan_road_tunnel_ventilation.pdf accessed 28/10/15). The EIS does not include an independent assessment of the benefits of filtration, or other pollution reduction measures, it simply seems to discount this option at all.

The EIS does not take into consideration the full extent of the pollutants that are generated from cars, including heavy metals, odours, and other noxious gases, and does not consider the adverse health impacts of these pollutants. It also does not consider the long term exposure to pollutants, it seems to refer to 15 minute or 1 hour exposure intervals (not peak exposure levels). For children who are attending HPS for at least 6 and often up to 8 hours a day, at an elevated receptor location, they will be exposed to this in far greater concentrations. Children are also more sensitive to breathing in these pollutants into their growing bodies and lungs.

In the WestConnex briefing at HPS on 12th October, one employee from the WDA claimed it was more cost effective to build cars which pollute less than to install tunnel filtration, and with the recent exposure of VW's dodgy practices, this is an unbelievable assertion. What the EIS has not considered is the total cost of health impacts on the community who will experience additional pollution effects from the unventilated emissions stack. The increased incidence of Asthma, heart and lung issues are well known and identified in the medical literature available. What is the cost of additional medicare expenditure, hospital admissions, lost work days due to the adverse health impacts of this pollution. This must be considered for a proper business case to be justified.

In the EIS there has also been inadequate assessment and dispersion modelling of the tunnel ventilation pollution and the impact on the broader local community. As our children go to school and live within 1km of the proposed stack, they will be subject to these toxins up to 24 hours a day, 7 days a week. I am very concerned about the cumulative health impacts caused by their exposure to this pollution.

There has also been no explanation in the EIS as to why the height of the ventilation stacks at Haberfield will be only 25m instead of 30.5m which is proposed at the western end of the WestConnex. Surely a higher tower will better disperse the pollutants. The proposed location for the tower is also not at the highest point in the area, so it's unclear why this location was selected.

I am also very concerned about the additional noise generated during the construction phase, vibrations from tunnelling, blasting and substantial number of high level noise impacts as identified in Table 32 on page 87 of Volume 2C, Appendix I. This table seems to indicate up to 16 NML exceedances per day. This will adversely impact our children's learning environment, the ability for them to hear their teacher and play during their lunch breaks.

The additional traffic from construction, in particular large and heavy vehicles (page v of Vol-1B states "construction of the project would generate additional heavy and light vehicle traffic on the surrounding road network") with the proposed number of vehicles per day exiting the Parramatta Rd and Wattle St sites, will impact the traffic on surrounding local residential streets, causing additional congestion on local streets, frustration of drivers, and adverse consequences for pedestrians, in particular children. These vehicles will struggle to see small children, and I am very concerned about unfortunate accidents occurring.

The streets around Haberfield are already busy with resident parking. I foresee significant parking issues caused by the 120 construction workers at Walker Ave, and the 75 construction workers expected at Parramatta Rd (Vol 1A-page 6-50). I do not believe your project has made sufficient provision for parking for these workers and as a result, they will be clogging up the parking in local streets and preventing parents from parking near the school to pickup/drop off their children. In

addition, this traffic will be unfamiliar with local school zones, and will need to be aware of foot and bicycle traffic, in particular young children, and this increases the safety risk to our community.

I note with interest Page 64 of Appendix M which indicates that an "Air quality monitor at the school before construction." And I look forward to seeing the results of the measurements before, during and after construction.

In order to minimise impact on our children's health and learning environment, I request that if this project is to proceed:

- Filtration put into tunnel stack
- Immediate installation of the air quality monitoring at HPS
- Noise abatement measures at the school, including insulation and installation of double-glazed windows, and air conditioning with particulate filters
- No construction traffic to use Bland St or Denman Ave, and no parking in the area around the school to be used by construction workers.

Impact on Heritage

Haberfield is a unique suburb, recognised as a Heritage Conservation Area since 1985 and listed on the national register since 1991. This project is driving a large divide through our suburb and destroying items of local significance, with the destruction of over 180 homes, including 53 in the Haberfield Conservation Area. The EIS Heritage Impact Assessment Report (non-Aboriginal Heritage Impact Assessment in Section 2H of the EIS) is damning of impact on Haberfield's unique heritage, it will forever change the original vision of Robert Stanton's design, with a devastating loss to NSW's heritage. Ventilation stacks, tunnel portals and noise abatement walls do not belong in a Heritage Conservation Area.

The proposed ventilation stack is ugly, unsightly and completely at odds with the local community character and streetscape. No consideration has been made to blend this in with the local environment, instead it is an unsightly blight on the landscape on the main entrance to our Garden Suburb.

This road also breaks up our community, and isolates the Haberfield community west of Wattle St, many of whose children attend Haberfield Public School.

Yasmar Estate is a national significant heritage item, and after this project, there will be up to 10 lanes of traffic right outside it's front gates. (Vol 1B page 13-36 acknowledges the "high impact, high significance to this Local Character Zone.) The blasting and tunnelling which will be required on Parramatta Rd to construct the WestConnex tunnel could have devastating impacts on this property, and I do not believe this has been adequately considered in the submission.

Impact on local community amenity

This project will have significant impacts on the accessibility for the residents in the local area:

- Closure of Orpington St – impacts accessibility to Ashfield Station, forcing changes to local bus routes (406), as well as forcing local traffic to travel eastbound down Parramatta Rd to turn onto Liverpool Rd, making a significant impact on travelling time for pedestrian and car based travel (seeing as Chandos St will be closed and Bland St will have limited access south of Parramatta Rd due to construction activities).
- Proposed future closure of Mortley Ave (Vol-2A, page 11-3) – will impact local traffic who access Timbrell Park for sports, and cycling, this also impacts local traffic travelling to

Drummoyne and to the Bay Run. This also means the only road westbound out of Haberfield (apart from via Parramatta Rd) will be via Ramsay St. This will be a significant inconvenience for local traffic.

- Proposed right turn only from Tunnel exit onto Waratah will significantly increase the amount of rat run through our suburb, and impact the safety of children walking to Dobroyd Point School. This right hand turn will also cause queuing back into the tunnel further compacting the cumulative smog and pollution produced by cars
- We already have significant rat runs in Haberfield, impeding local traffic and making it unsafe. Ramsay St is congested every day in the peak periods, and this congestion has now spread to Dalhousie St, and St David's Rd, as well as Denman Ave and Bland St around HPS. This makes it difficult for locals to go about their daily life. There is frequent queuing across the intersection of Ramsay St and Dalhousie St, making it unsafe for children and the elderly to use this intersection alone. I like to walk my children to school as it reinforces the healthy lifestyle, but there are frequent safety risks which I expect will significantly deteriorate with additional construction traffic using our local streets, 24 hours a day, 7 days a week.
- The local roads are already congested, and the EIS shows that additional 80 heavy vehicles per hour in the morning peak and 60 in the afternoon peak. This will further compound congestion.
- Bland St and Denman Ave are bicycle paths in the local area. These trails will be unsafe to use with the additional construction traffic. Bland St provides a key cycle path between Ashfield and Haberfield. The adverse impact on cycle ways in the Ashfield / Haberfield area is not considered in Vol-1A p5-53 or 6-44.
- The report acknowledges that the Westconnex tunnel will only exacerbate the already congested choke points at the intersection of Parramatta Rd and Hume Highway, Sloane St and Timbrell Drive, Haberfield. Vol-1A page 4-26 clearly states "There would be issues with vehicles queuing back into the tunnel during the morning peak" and Vol 1-A p8-25 "Capacity restrictions at the Dobroyd Parade/Timbrell Drive and Parramatta Road/Hume Highway intersections are likely to block through adjacent intersections and lead to significant queuing on the project off-ramps in 2021." I have not seen any modelling in the EIS which shows what the impact on pollution is on the local area should this scenario occur. And it will occur on a regular basis, every peak hour, every day.
- The project does not provide any improvement for the bottleneck intersection at Frederick St, Wattle St, and Parramatta Rd. The report shows that this remains at level F LOS. This is a significant bottleneck for all traffic and impacts local and through traffic. 8-25 in Vol 1-A notes the opening of the M4-M5 Link and the provision of ramps on Wattle Street significantly reduces congestion east of Bland Street, but re-introduces significant delays at the Parramatta Road and Wattle Street intersection. So no improvement at all...

Anomalies and inaccuracies in the report

In reviewing the EIS, I have noted the following anomalies and inaccuracies:

- The anticipated operational power requirements of the two ventilation stacks appear incorrect. Vol 1A page 5-56 – Table 5.5 shows the Western ventilation facility requiring 10,700 MW/year, whereas the Eastern ventilation requires only 4,525 MW/year. Seeing as the Eastern facility is much larger, then this must be incorrect.
- The traffic figures for Queens Rd cited on page 8-8 of Vol-1A appear incorrect. I travel every day westbound along Ramsay St, Queens Rd, up to Concord Rd in the morning during the

morning peak, and return along the same roads in the evening peak. The morning peak traffic is definitely higher in the eastbound direction, and higher in the westbound direction. So I don't know when you did your traffic modelling in this area or when the monitoring was carried out, but there is significantly more traffic in the eastbound direction in the morning peak, and in the westbound direction in the evening peak.

- Section 5.3.3 on Page 55 of Appendix M does not acknowledge that there is before, after school and vacation care facilities at Haberfield Public School. Similarly, Table C4 in Appendix C to Appendix M
- The projected traffic figures also do not take into account recently announced initiatives from Asciano (<http://www.smh.com.au/business/asciano-spends-100m-on-expanding-sydney-freight-hub-network-20151008-gk44qp.html> accessed 28/10/15) who will be building a freight transit facility in Western Sydney, connecting to Port Botany by Rail. This would reduce the number of heavy transport vehicles who would use the WestConnex and require transport to Port Botany.

I also cannot fathom why, as part of this Stage 1 project, that you are proposing to build tunnel stubs and on/off ramps being built for the Stage 3 project. This should not form part of this Stage 1 project, as this project is not yet funded.

I do hope you consider my concerns and issues with this fundamentally flawed project, and the devastating impacts this project will have on my family and the broader Haberfield community. I cannot agree with Mike Baird's comments that we have to give a little for the greater good of Sydney, it appears Haberfield and Ashfield are bearing the brunt of ill-informed planning decisions, and are spending at least \$15.4M of tax payers' money on a project that will not achieve its outcomes or objectives.

Yours Sincerely

Nuala Ward

From: system@affinitylive.com on behalf of Ray Thomas [REDACTED] >
Sent: Thursday, 29 October 2015 8:19 AM
To: Brent Devine
Subject: Submission Details for Ray Thomas (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Ray Thomas
[REDACTED]

Leichhardt, NSW
2040

Content:

I am totally opposed to the building of the Westconnex.

Starting on a very personal level I own a car and live 7 km from the city. My usual method to go to the city used to be drive or drive to a train station. Then the light rail happened. Now that is the way I go to the city.

How the Westconnex authority claims a massive increase in car use will reduce petrol consumption and pollution beggars belief.

STOP Westconnex put more money in public transport

I mean it was Tony Abbotts mantra to be remembered for. That alone triggers suspicion.

[REDACTED]

From: system@affinitylive.com on behalf of Alfio Garufi [REDACTED]
Sent: Thursday, 29 October 2015 9:31 AM
To: Brent Devine
Subject: Submission Details for Alfio Garufi (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Alfio Garufi
[REDACTED]

North Strathfield, NSW
2137

Content:

I OBJECT to the westconnex Project as a long time resident of over 40 years and the arrogance and lack of honest reasons for the change to direction of the project the lack of consideration of the Heritage buildings and the speed in which this has been rushed through leaves us all wondering why many residences have been ignored in our protests residences have not been considered just developers and big money seem to be at the for front of your approval
Tunnels below Parramatta Rd would not restrict depth UNTRUE
Restrict opportunities for urban vitalisation living along Parramatta rd UNTRUE
This is invalid tunnel can be designed at lower depth if necessary , up to 90m com yo 50m as shown by westconnect.
As previous rout along parramatta Rd less impact on structural damage to so many residential properties,
the voters have been ignored and this is was changed to minimise the project construction cost never consideration to so many residence
Come on elections.

[REDACTED]

From: system@affinitylive.com on behalf of Cristian Espinoza [REDACTED]
Sent: Thursday, 29 October 2015 11:38 AM
To: Brent Devine
Subject: Submission Details for Cristian Espinoza (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Cristian Espinoza
[REDACTED]

Ashfield, NSW
2131

Content:

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

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

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

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

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

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

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new traffic and rapidly reach capacity. That is why, they have fallen out of favour and are no longer seen as a solution to congestion.

[REDACTED]

From: system@affinitylive.com on behalf of Michael Powell
Sent: Thursday, 29 October 2015 11:41 AM
To: Brent Devine
Subject: Submission Details for Michael Powell (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Michael Powell



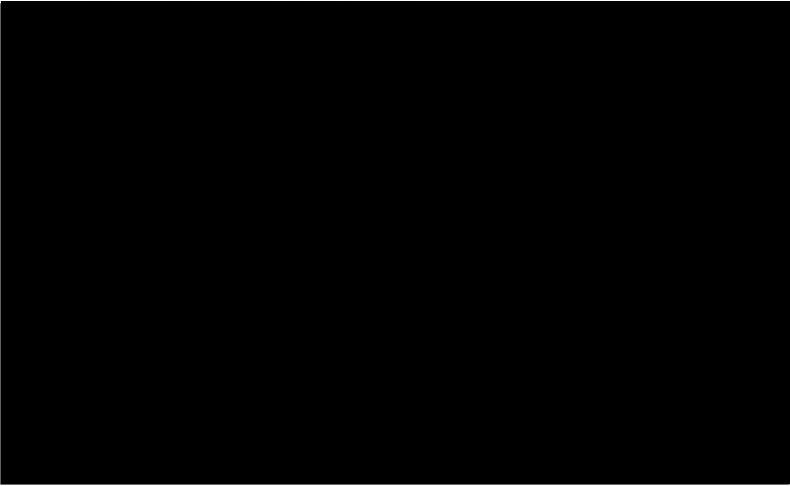
Marrickville, NSW
2204

Content:

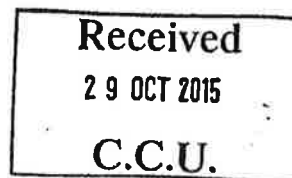
I strongly object to the WestConnex M4 East motorway. Like other such motorway projects it will generate more traffic so we will end up with the same congestion problems, or worse ones, in a few years. The money should be spent on public transport projects which will remove the incentive for people to use a car and therefore take the pressure off the existing road network.

The awarding of tenders before proper public consultation and other required procedures is a violation of our Democratic system. It is fundamentally wrong.

The project should be abandoned or at least put on hold until proper procedures and public consultation are completed.



Secretary
DP & E Project No. SSI 6307
N.S.W. Department of Planning & Environment
GPO Box 39,
SYDNEY N.S.W. 2001



RE: EIS WESTCONNEX PROJECT

Dear Sir/Madam

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

I feel the Westconnex road system, if implemented, will not work. The M5E extension tunnel (built several years ago) has totally failed to alleviate traffic congestion because it only attracted more cars. If the Westconnex goes ahead we will be in exactly the same position.

Previous studies have shown that the proposed M4E extension will also fail because it will attract more cars and it will move traffic faster to existing choke points like Parramatta Road, the Anzac Bridge and the City of Sydney. This evidence is being ignored in the 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 six minutes earlier and then 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 that such a situation could be allowed to happen. By the time this folly is completed, more cars will be on the road and the six minute 'advantage' will be gone.

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.

First, the chances of Stage 3 being built are very limited as, according 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 (six minutes) 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.

Second, 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 feel the Government is pushing ahead with this project without allowing for proper public discussion. The PR people employed to explain the project in shopping malls know very little about it and therefore find it difficult to answer any specific questions.

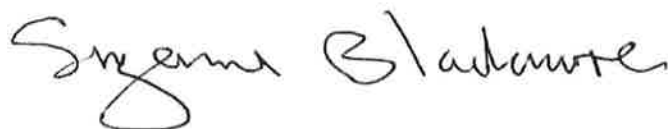
I object to the fact that the company employed to present the EIS (Environmental Impact Statement) have a vested interest in the project. It is therefore not independent.

I object to this project not giving 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?

In summary, I object to so much money being spent without a proper and independent business case being offered, 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.

Yours sincerely,

A handwritten signature in black ink that reads "Suzanne Blackmore". The signature is written in a cursive, flowing style.

*Suzanne Blackmore
6 Sunnyside Ave
Lilyfield NSW 2040*

suzblackmore@gmail.com

MOB: 0404 600 684

Secretary

DP & E Project No. SSI 6307

NSW Department of Planning & Environment

GPO Box 39

Sydney NSW 2001

Received

29 OCT 2015

C.C.U.

I make the following submission to the Environmental Impact Statement exhibition for the Westconnex M4 East Tunnel Project (SSI 6307).

I am opposed to the construction of the M4 East Tunnel and do not see the worthiness of a \$15.4 billion outlay to remove a current traffic bottleneck from one position to an alternative position that already has traffic congestion. I am opposed to the fact that the EIS

The Westconnex website clearly states (see below) that you will REMOVE THROUGH TRAFFIC FROM LOCAL AREAS. You will in fact be doing the exact opposite as you plan to put a dedicated right-hand lane onto Waratah Street in Haberfield. This right-hand turn is purely for traffic emerging from the tunnel that will obviously **not** be locals but commuters trying to escape the traffic-jam that they will encounter as they arrive at The City West Link! You will in fact be INCREASING THROUGH TRAFFIC INTO LOCAL AREAS.

WestConnex
Building for the future

NSW The new state of business

biggest transport project in Australia

\$20b benefits to NSW

33km corridor

40 min saving from Parramatta to Sydney Airport

52 traffic lights bypassed

10km bus lanes

3,000 trucks a day off Parramatta Road

9 new light rail stations along West

reliable trips for people, businesses and freight

urban renewal along Parramatta Road

Remove through traffic from local areas

Faster and more regular bus services on Parramatta Road

More time with family

10,000 jobs created

existing total of apprenticeships

\$12b in new homes and businesses

Western Sydney 3rd biggest economy in Australia

1.3m jobs by 2036

There is already traffic congestion on the City West Link where the tunnel will emerge. Therefore, an even worse bottle-neck will form once the extra motorists arrive at this point. These motorists will obviously take the opportunity to rat-run through Haberfield to avoid the bottle-neck and the six sets of traffic lights that you have to get through before reaching the CBD.

Waratah Street has a primary school on it. This street and those surrounding it are mainly inhabited by young families with children that walk to and from school. We do not want Waratah Street to have a constant stream of traffic running along it, it is unfair and will be downright dangerous!

The local community is angry because so little regard has been given to the residents of Haberfield. I also oppose the construction of unfiltered smoke stacks and want them to be moved away from schools and childcare centres.

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 construction contracts being signed, property being compulsorily acquired before the EIS was even released let alone being approved and before an independent and proper business case being proffered.

In summary, this project will not solve Sydney's traffic problems and NSW tax payers money should be Invested more wisely only after the wider community is engaged to discuss our roads and what our needs are in the form of Public Transport. Please consider my concerns and address them in your response to the community's submissions to the EIS.

Yours sincerely



Name: JOHN HEFFERAN

Address: 20 WARATAH ST, HABERFIELD, NSW, 2045.

Mobile: 0407 550 408

Email: amanda-hefferan @ bigpond.com

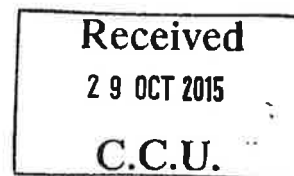
Secretary

DP & E Project No. SSI 6307

NSW Department of Planning & Environment

GPO Box 39

Sydney NSW 2001



I make the following submission to the Environmental Impact Statement exhibition for the Westconnex M4 East Tunnel Project (SSI 6307).

I am opposed to the construction of the M4 East Tunnel and do not see the worthiness of a \$15.4 billion outlay to remove a current traffic bottleneck from one position to an alternative position that already has traffic congestion. I am opposed to the fact that the EIS

The Westconnex website clearly states (see below) that you will REMOVE THROUGH TRAFFIC FROM LOCAL AREAS. You will in fact be doing the exact opposite as you plan to put a dedicated right-hand lane onto Waratah Street in Haberfield. This right-hand turn is purely for traffic emerging from the tunnel that will obviously **not** be locals but commuters trying to escape the traffic-jam that they will encounter as they arrive at The City West Link! You will in fact be INCREASING THROUGH TRAFFIC INTO LOCAL AREAS.

WestConnex
Building for the future

NSW The new state of business

- biggest transport project in Australia
- \$20b benefits
- 33km corridor
- 40% saving
- 10,000 jobs created
- 52 traffic lights bypassed
- 10km bus lanes
- 3,000 trucks a day off
- 9 new light rail
- 1.3m sqm

There is already traffic congestion on the City West Link where the tunnel will emerge. Therefore, an even worse bottle-neck will form once the extra motorists arrive at this point. These motorists will obviously take the opportunity to rat-run through Haberfield to avoid the bottle-neck and the six sets of traffic lights that you have to get through before reaching the CBD.

Waratah Street has a primary school on it. This street and those surrounding it are mainly inhabited by young families with children that walk to and from school. We do not want Waratah Street to have a constant stream of traffic running along it, it is unfair and will be downright dangerous!

The local community is angry because so little regard has been given to the residents of Haberfield. I also oppose the construction of unfiltered smoke stacks and want them to be moved away from schools and childcare centres.

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 construction contracts being signed, property being compulsorily acquired before the EIS was even released let alone being approved and before an independent and proper business case being proffered.

In summary, this project will not solve Sydney's traffic problems and NSW tax payers money should be invested more wisely only after the wider community is engaged to discuss our roads and what our needs are in the form of Public Transport. Please consider my concerns and address them in your response to the community's submissions to the EIS.

Yours sincerely



Name: AMANDA HEFFERAN

Address: 20 WARATAH ST., HABERSFELD, NSW 2045.

Mobile: 0425 327 898.

Email: amanda.hefferan@bigpond.com

Brent Devine

1135

From: system@affinitylive.com on behalf of Graeme McKay <[REDACTED]>
Sent: Thursday, 29 October 2015 11:49 AM
To: Brent Devine
Subject: Submission Details for Graeme McKay (object)
Attachments: WestConnex Submission 2 Nov 15.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Graeme McKay
[REDACTED]

Haberfield, NSW
2045

Content:
Per attached
[REDACTED]

To:

NSW Department of Planning and Environment:

www.majorprojects.planning.nsw.gov.au

Westconnex Delivery Authority:

info@westconnex.com.au

cc: Duncan Gay, Minister for Roads and Ports, Parliament of NSW:

office@gay.minister.nsw.gov.au

cc: Mike Baird, Premier of NSW

manly@parliament.nsw.gov.au

cc: Rob Stokes, Minister for Planning, Parliament of NSW:

office@stokes.minister.nsw.gov.au

cc: Mark Speakman, Minister for the Environment, Minister for Heritage and Ass't Minister for Planning, Parliament of NSW:

office@speakman.minister.nsw.gov.au

cc: Luke Foley, Leader of the Opposition, Parliament of NSW:

auburn@parliament.nsw.gov.au

cc: Jodi McKay, Shadow Minister for Roads, Parliament of NSW:

strathfield@parliament.nsw.gov.au

cc: Penny Sharpe, Shadow Minister for the Environment, Shadow Minister for Heritage and Shadow Minister for Planning, Parliament of NSW:

penny.sharpe@parliament.nsw.gov.au

cc: Jo Haylen, Member for Summer Hill, Parliament of NSW:

summerhill@parliament.nsw.gov.au

cc: Anthony Albanese, Federal Member for Grayndler, Shadow Minister for Infrastructure and Transport:

A.Albanese.MP@aph.gov.au

Re: WestConnex M4 East Environmental Impact Study (EIS)

We are writing to voice our concern and opposition to the WestConnex M4 East Environmental Impact Study.

Our concerns in relation to the WestConnex project with particular interest in the Haberfield section of the route and that require your serious consideration are:

1. The M4 East Tunnel design is flawed and will not achieve its objectives.

The EIS states on page iii that the key objectives include –

- Support Sydney's long-term economic growth through improved motorway access and connections linking Sydney's international gateways (Sydney Airport and Port Botany), Western Sydney and places of business across the city

In fact the M4 East tunnel will not meet this objective as it does not establish a direct link to the CBD or Port Botany.

In particular, the tunnel exit at Wattle Street will cause three lanes of tunnel traffic to merge on to the two lane City West Link. Traffic will immediately encounter a set of traffic lights at

Waratah Street. This will be followed by seven sets of traffic lights at Mortley Avenue, James Street, Norton Street, Balmain Road, Catherine Street, The Crescent and James Craig Road prior to Victoria Road.

The M4 East tunnel should exit closer to Victoria Road along the Rozelle/Lilyfield train corridor (2003 long tunnel option). This would provide immediate access to The Crescent, Victoria Road and the ANZAC Bridge.

The current plan of dumping huge volumes of traffic at Haberfield will do nothing to alleviate the present daily traffic congestion on the City West Link.

- Relieve road congestion so as to improve the speed, reliability and safety of travel in the M4 corridor, including parallel arterial roads

The M4 East tunnel will fail in the objective to relieve road congestion, speed, reliability and safety of travel as the tunnel exit at Wattle Street empties on to the City West Link, a road presently close to capacity.

Even the most cursory investigation would show that traffic is at a standstill from 7^{am} to about 10.30^{am} each weekday morning. Traffic flow throughout weekdays and weekends is poor.

Avoiding the truth that this route will not achieve objectives is simply arrogant and ignorant. It also indicates that the NSW Government had determined the preferred route long before the release of the EIS.

2. Consideration of the cost benefit of a vastly superior alternative route.

The EIS states that three options were considered during the M4 East study option (RTA 2003):

- long tunnel option
- short tunnel option
- slot road option

and the following comments are made on page 4-12 -

The short tunnel option was preferred for a number of reasons. When compared to the long tunnel option, the short tunnel was considered to have lower costs both during construction and operation (ie lower tolls) and would require fewer ventilation stacks. The long tunnel option was considered to have the potential to increase congestion on the approaches to the Anzac Bridge, including unacceptable queuing back into the eastbound tunnels.

The slot option could be constructed at a similar cost to the short tunnel; however, it was considered to not provide the same level of traffic benefits as the tunnel option. The construction period for this option would be longer, due to the need to acquire a substantial number of properties. The impacts on the community and traffic on Parramatta Road during construction were also considered to make the slot option less attractive.

It must be agreed that a slot tunnel would be completely inappropriate for this project.

The long tunnel option would end in the goods yards in Rozelle/Lilyfield. This would most likely not require any home acquisitions at that portal. This option would also connect directly to Victoria Road, The Crescent and the ANZAC Bridge, thus facilitating connections with

Annandale, Sydney University, the CBD, city north via the Harbour Bridge and city east via the Cross City Tunnel.

There was concern that the long tunnel option had the potential to increase congestion on the ANZAC Bridge approaches, and result in queuing back into the tunnel. That concern should also be applied to the plan as released.

The tunnel exit at Wattle Street will almost immediately be stopped by the traffic lights at Waratah Street. As already stated, this will be followed by traffic lights at Mortley Avenue, James Street, Norton Street, Balmain Road, Catherine Street, The Crescent and James Craig Road prior to Victoria Road.

It is reasonable to opine that the released route will cause significant queuing back into the tunnel, resulting in unacceptable traffic delays and a possible build-up of motor vehicle exhaust pollution.

The excessive pollution caused by traffic blockages proposes a serious health threat to residents living at or near the tunnel portal.

During the 2003 options study it correctly identified "*direct impacts of the short tunnel option*" as **affecting those near the portals**. This was identified 10 years ago as a key issue and nothing has changed in the interim.

There has also been concern as to the length of a tunnel from Concord to Rozelle. If that is the case, perhaps the contractor selection could be questioned. The builders of the 18.2 km Yamate Tunnel in Japan seemingly had no such concern.

It was clear from the 2003 report that the short tunnel option was favoured by the then RTA because it was achievable at a lesser cost than the long tunnel option. The original SSI Application Report stated that "*the focus was to identify the most cost effective alignment.*"

COST EFFECTIVE DOES NOT EQUAL THE CHEAPEST OPTION.

The favoured short tunnel option mentions congestion being created at the ANZAC Bridge portal if the long tunnel option was used. By using the short tunnel option all that is being achieved is creating congestion at the City West Link portal.

It is not clear from the EIS as to how merging three lanes into two will result in good traffic flow. The increased traffic and associated noise is concerning to us as residents. The requirement for construction of a five metre noise barrier on the City West Link between Waratah Street and Crane Avenue confirms our concern over excessive noise.

It is obvious that the long tunnel option would produce a better outcome for motorists and residents over the longer term by delivering traffic directly to the ANZAC Bridge thus decreasing the effects of congestion, pollution and noise in built-up residential areas. The short tunnel option achieves nothing other than moving the bottleneck from the Concord Road interchange to the City West Link Haberfield interchange.

- Create opportunities for urban revitalisation, improved liveability, and public and active transport (walking and cycling) improvements along and around Parramatta Road

It is obvious that the revitalisation of Parramatta is a major part of the WestConnex project regardless of the contrary statement on page x. However, based on the belief that urban revitalisation is an important part of the project it is reasonable to suppose that the monies the State Government will reap in stamp duty from the 10,000 apartment complexes being planned will easily finance the long tunnel option in its entirety and result in an actual transport link with effective connectivity.

If it is an objective of the M4 East tunnel to remove traffic from Parramatta Road, leaving it available for redevelopment it will fail, as such redevelopment would simply replace, if not increase the surface traffic.

3. No genuine community consultation has ever been engaged in.

This project has been conducted in a secretive manner since its inception.

The Community Information Sessions held during December 2013 were farcical. They were held in totally inadequate venues and were designed to fracture opinion with the disjointed methodology adopted to present information.

Similarly the EIS displays have been poorly engineered.

It was originally stated that the EIS would be published at the end of 2014. In fact we have been kept waiting until October 2015.

Given the number of volumes and 5,000 plus pages of information and technical data, any submission will at best be superficial.

The fact that some works and property acquisitions commenced prior to the release of the EIS is also disgraceful. It would appear that the NSW Government has failed to follow the usual procedures in release of the WestConnex plan.

Considering the lasting and irreversible effects of the selected M4 East tunnel route, residents, property owners, tenants and business owners have been afforded scant time to prepare submissions.

To be given only to 2 November 2015 to write a submission is disgraceful.

4. Traffic congestion - City West Link is not capable of being the recipient of traffic outflow from the proposed tunnel.

The current traffic flow on the City West Link is already beyond its capacity. The road is already a virtual car park for at least 18 hours a day inclusive of weekends.

In section 8.2.2 the EIS contains a table setting out AM and PM traffic movements. The total of 63,255 daily traffic movements on the City West Link at Timbrell Drive is second only to Parramatta Road, yet the M4 East tunnel will place more vehicles into this situation on a daily basis.

Site 6: Dobroyd Parade, Haberfield, east of Timbrell Drive				
Eastbound	1,993	2,117	32,285	32,175
Westbound	1,534	1,825	30,670	31,080
Two-way	3,527	3,942	62,955	63,255

According to section 8.2.3 of the EIS the RMS initiates investigations into traffic congestion when levels fall to category D.

The EIS contains the following table setting out current road performance -

Dobroyd Parade north of Timbrell Drive - Haberfield	NB	2	F	F
	SB	2	E	F

Dobroyd Parade (City West Link) has already fallen to levels E and F, yet to date nothing has ever been done. The M4 East tunnel surfacing at Wattle Street will not alleviate the current problem. In fact it will exacerbate it by delivering traffic directly from western Sydney to an existing black spot.

The long tunnel option would deliver a better solution by linking motorists directly to Victoria Road and the ANZAC Bridge.

5. Unacceptable noise, vibration and dust levels and times during construction.

It is insulting to state that the standard hours (Table 10.3) would be kept to reasonable times Monday to Saturday, with no work on Sunday or public holidays, then at page 10-27 state that tunnelling and ancillary works will be carried out 24 hours a day, seven days a week.

Tunnel construction ancillary facilities

Tunnelling would be carried out 24 hours a day, seven days a week. In order for this to occur, some above ground tunnel construction ancillary facilities would also be required to operate 24 hours a day, seven days a week.

During the 24 hours a day, seven days a week construction period residents will be subjected to regular blasting, and a high number of heavy vehicle movements at and around the tunnel portals.

The resultant noise is simply unacceptable, as the late evening and early morning noise assessment far exceed the current noise levels.

Kingsford-Smith Airport is subject to a curfew between the hours of 11^{pm} and 6^{am}. It is a reasonable expectation that this project should also be subject to the same limitations.

It is accepted in many scholarly articles (such as the American Journal of Industrial Medicineⁱ) that noise and vibration can have short and long term health effects including effects on the nervous, digestive and reproductive systems.

Further, a study published in the Journal of Environmental Psychologyⁱⁱ found that construction noise caused: sleep disruption, difficulty relaxing and interference with daily tasks such as conversation and viewing television.

Further, an Arrow Energy EIS Noise and Vibration Impact Statement found "vibration-induced human discomfort and structural change." With projections for this project estimating timeframes for the build phase in excess of 3 years, the potential level of exposure is of serious concern.

We have serious concerns about potential damage to our property from the constant vibration of heavy plant and machinery.

We have accepted the offer of a property condition survey prior to commencement of the project. As this will be conducted by the tunnel contractors Leighton Samsung John Holland Joint Venture (LSJH), it can hardly be considered independent. The fact LSJH will not pay for residents' independent assessments confirms that opinion.

In addition, many of the properties identified for acquisition were built in periods where asbestos was a primary building material. The health effects of exposure to asbestos and asbestos fibres are well documented. With many residences and several schools in the area as well as several aged care facilities, it increases the level of concern relative to health impacts of this project.

6. Health issues.

We have major concerns about the effect on air quality as a result of this project.

It is an accepted fact that vehicle emissions produce a range of pollutants including carbon and other particulate matter.

By adopting the short tunnel option, ventilation stacks and tunnel portals would be located in built-up residential areas. This is unacceptable.

The position of the ventilation stack at Wattle Street will likely have serious health impacts for Haberfield and surrounding areas.

Likewise, there is concern over the quality of the air emitted from the Wattle Street tunnel portal. A serious decrease in air quality is likely due to queuing of traffic back into the tunnel during the morning peak.

We are concerned at possible future health effects that the emissions from the Wattle Street ventilation stack and tunnel portal will have on us, particularly myself, as I already have a respiratory condition.

The position of the Wattle Street ventilation stack potentially affects thousands of people. This includes local residents, school children, employees and customers of Bunnings, local child-care employees, Haberfield shopkeepers and customers, as well as the extensive clientele of the suburb's restaurant precinct.

We are also concerned for the large proportion of the population of the Haberfield area that is elderly – those with cardiac or respiratory issues will be concerned at the effect the extra pollution a tunnel ventilation stack will emit.

At the 11th International Symposium, Transport and Air Pollution, the publication 'Atmospheric Environment – Roadside measurements of particulate matter size distribution'ⁱⁱⁱ describes how, when heavy traffic occurs the level of emission particles in the air is cumulative and do alter significantly from those recorded in urban ambient air. It specifically noted that even small particles begin to accumulate and stack up causing measurements to differ significantly from the ambient air. Further, the Australian Government's National Health and Research Council document, "Air quality in and around Traffic Tunnels"

published in 2008 confirms that “...air quality is slightly worsened in the immediate vicinity of the portals.”^v This will be an obvious occurrence at both the sites of ventilation stacks and also at the tunnel portals as the air within the tunnel is forced out with the traffic flow.

7. Road closures during and post-construction.

The closure of access to some streets in Haberfield from Parramatta Road is of concern to local residents. Closure of such streets as Northcote, Walker will affect access to Haberfield. The plans for Alt and Bland are not clear. Traffic diversion to Wattle, Rogers and Dalhousie Streets will test traffic capacity and increase noise to residents.

We are concerned that due to the location of our home being in close proximity to the Wattle Street tunnel portal, our street will become a pseudo-construction compound and parking area. This would be of major inconvenience in accessing our property.

Whilst we have been assured this will not occur, the WestConnex Delivery Authority (WDA) has no apparent plan to ensure it does not occur.

With the large number of construction workers and limited on-site parking, Dobroyd Parade will become a parking area for construction workers. **This is not acceptable.**

As this project will proceed 24/7, the constant arrival and departure of construction workers and their vehicle will lead to an unacceptable increase in noise, especially in the hours between 11^{pm} and 6^{am}.

Further, as bus commuters, we are also concerned that the disruption caused by this project will affect the routing of bus routes operating in the area.

The 406 route which currently uses Orpington Street at Ashfield will be adversely affected throughout construction. It appears likely that the bus route may change, but there is no information available in the EIS as to any such plan.

The 438/439 route, which currently traverses the intersection of Wattle Street and Ramsay Street at Haberfield, will be adversely affected throughout construction. The new alignment of Wattle Street will also adversely affect the timetable post-construction.

8. Acquisition of homes.

The entire acquisition process has been poorly handled by the WDA. The fact that properties were acquired prior to the release of the EIS casts a shadow over the integrity of this project.

Addressing letters to “the home owner” is a sad commentary on impersonal approach and level of care that has been exhibited by the acquiring authority.

It is apparent that neither the WDA or the NSW Government have followed due process. The project development phase was to say the least, superficial. The fact that the full business case has not been released is a disgrace.

The apparent lack of integrity also extend to residents' dealings with WDA representatives who have attempted to limit the acquisition costs in direct contradiction to the spirit of the Land Acquisition (Just Terms Compensation) Act 1991. Many affected residents have found it necessary to seek legal advice in their battle from proper compensation.

As residents on the fringe of the project area and who will be affected by surface road re-alignments and construction compounds, it is unacceptable that we do not know what the future holds with regard to our property.

The Land Acquisition (Just Terms Compensation) Act 1991 contains no compensation for residents not subject to acquisition.

In fact, per the legal principles of "touch and concern" we are in the unenviable position of being required to wait until the project is complete to assess any affects to our property.

Even then we are lead to believe we will have no entitlement to financial compensation. **This is not acceptable.**

9. Loss of amenity and significant devaluation of our property located along the route with no compensation from the Government

"Amenity" is defined in The Free Dictionary^v as, *"a feature that increases attractiveness or value."*

'Loss of amenity' is defined by the Oxford Dictionary^{vi} as, *"loss or reduction of a claimant's mental or physical capacity to do the things he / she used to do."*

This project will cause a serious loss of amenity for us. Our home and lives will be impacted by substantial noise and traffic movements, changes to access to our property and the devaluation of our home.

Our loss of amenity is not perceived as the Government may purport. If we have to cube ourselves in our home, cannot enjoy our outdoor areas or have windows open, we will have lost amenity that we had prior to this project.

We can highlight specific instances that will be directly affected by this project that fit this definition. Due to increased traffic noise and pollution, we will be unable to:

- utilise our double pane, double-hung windows for ventilation;
- have our front door open;
- enjoy our front balcony;
- enjoy our outdoor pool and entertainment area;
- enjoy undisturbed access to our home as our street will have restricted to the City West Link.

Our loss of amenity is further confirmed by the plan to construct noise barriers along the City West Link. Contrary to claims that traffic and associated noise will not increase, section 5.8.6 of the EIS states that –

5.8.6 Noise barriers and low noise pavement

Noise barriers would be constructed at several locations to reduce the impacts of traffic noise. In addition, some existing noise barriers on the existing M4 near the Homebush Bay Drive interchange would be relocated, generally closer to the road reserve boundary. A number of other existing noise barriers on the existing M4 would be retained in their current location, and some of these would be increased in height.

Table 5.4 states that a noise barrier 246 metres long and 5 metres high will be constructed along the City West Link between Waratah Street and Crane Avenue Haberfield.

Location	Barrier number	Details	Type	Length	Height
Wattle Street	WATTLE_01A	A new noise barrier would be provided on the eastern side of the realigned Wattle Street, between the eastern ventilation facility and Ramsay Street	New	374 m	5.0 m
	WATTLE_01B	A new noise barrier would be provided on the eastern side of the realigned Wattle Street, between the Ramsay Street and Martin Street	New	94 m	5.0 m
	WATTLE_01G	A new noise barrier would be provided on the eastern side of Wattle Street (which is not realigned at this location) between Waratah Street and Crane Avenue	New	246 m	5.0 m

That such a structure has not been necessary until this point in time, must be considered an admission that traffic and the associated noise will increase substantially.

This structure will effectively block our pleasant view of Timbrell Park. Construction will also necessitate the destruction of a number of fine established trees on the nature strip.

We have identified some major issues in regard to our loss of amenity, and the resultant devaluation of our property. However, there is no indication as to who will be responsible for compensating us for this devaluation.

As the Land Acquisition (Just Terms Compensation) Act 1991 does not compensate residents whose homes have not been acquired, we are left with a property devalued by the effects of the project and no claim for compensation.

This is unacceptable.

10. Safety

Due to the location of our house, we have serious concerns about our own safety, the safety of pedestrians and the safety of cyclists in the area both during construction and post-construction.

Reg Coady Reserve will be utilised as a turning bay for heavy vehicles involved in the 24 hour a day, seven days a week tunnelling works. This is an area used by local children, cyclists, joggers and is a walking route from Waratah Street to Five Dock.

As residents we use Reg Coady Reserve both for leisure and a direct connection to Timbrell Park and Five Dock.

This is of serious concern. Taking into account local road closures or re-directions, motorists will be lost and confused and their attention to the detail of driving compromised therefore increasing the safety risk of pedestrians and cyclists.

Further, these pedestrians and cyclists include staff and students at the Haberfield Public School and Dobroyd Point Public School.

These safety issues will be exacerbated by the use of Dobroyd Parade as a parking area for construction workers 24 hour a day, seven days a week for the duration of the project.

11. Dislocation of Haberfield and Ashfield including Impact / Loss of parks.

This project will have serious impacts on local parks and reserves. We are particularly concerned about the effect on Reg Coady Reserve.

As residents directly opposite Reg Coady Reserve, we have serious concerns over the proposed use as a turning bay for heavy vehicles due to its proximity to the Wattle Street tunnel portal.

Section 6.5.10 is of great concern. The destruction of established trees and parkland for a turning lane in Reg Coady Reserve is unacceptable. The loss of many old established trees which cannot be replaced is ill-considered.

The modification of the traffic signals at Waratah Street will have repercussions for us as local residents who regularly use Waratah Street to access our property.

Heavy vehicle access to and egress from the site would be via Wattle Street and Parramatta Road, through the eastern ventilation facility site. A dedicated construction vehicle turning lane would be provided on the western side of Wattle Street, in part of Reg Coady Reserve, to enable construction vehicles travelling eastbound on Wattle Street to turn around. The existing traffic signals at the intersection of Wattle Street and Waratah Avenue would be modified to allow construction vehicles to turn right from the dedicated turning lane onto Wattle Street and travel westbound to either enter the Wattle Street and Walker Avenue civil site, or continue to Parramatta Road.

Reg Coady Reserve is an area used by local children, cyclists, joggers and is a walking route from Waratah Street to Five Dock. The danger should be obvious.

Also of concern is plan would also allow for other undetermined uses of the reserve during the construction period.

In the section *What are the key issue associated with the project* at page ix, the following is stated -

- Reg Coady Reserve at Haberfield: temporary lease during construction of about six per cent of the total area of the reserve south of Dobroyd Canal (Iron Cove Creek), and permanent partial acquisition of about an additional 12 per cent to accommodate widening of Wattle Street.

All public reserves leased during construction would be rehabilitated and returned to their owners for use as open space following construction.

Many old established trees will be lost. Whilst the area may be rehabilitated, established trees cannot be replaced. The permanent acquisition of 12% of the park to accommodate a lane widening further proves the short-sightedness of the project.

Residents driving down Wattle Street will be unable to turn right onto Waratah Street. We will be required to turn right at Ramsay Street and then left into Alt Street as the most direct route.

The section of Alt Street between Ramsay and Martin Street is not conducive to traffic use due to the narrow nature of that section.

Any increase in traffic in that section of Alt Street will compromise the safety of pedestrians, residents, restaurant patrons and users of Algie Park.

The increase in traffic using Ramsay Street as a thoroughfare will also have a serious impact of the Haberfield village shopping strip. The increased rat-run traffic will propose a danger to pedestrians, especially the elderly and young children.

The loss of business to shopkeepers and restaurateurs will not be compensated.

The closure of roads and resultant traffic chaos will lead to the isolation of Haberfield and its residents.

This is unacceptable.

As a result of the release of the WestConnex M4 East Environmental Impact Study we request the following:

1. The full business case for the project **must** be released to the public **immediately**.
2. All property acquisition **must cease** until the full business case for the project is released to the public.
3. Further construction **must cease** until the full business case for the project is released to the public.
4. The 2003 the long tunnel option **must** be adopted as the route for the M4 East tunnel.
5. Noise and vibration levels **must** be delivered within the EPA guidelines during the construction phase.
6. Noise and vibration levels **must** be maintained within the EPA guidelines following completion of the project.
7. Maximum noise abatement measures **must** be installed prior to construction commencing.

8. Maximum dust abatement / screening measures **must** be used throughout the construction period.
9. Operational periods during construction **must** be limited to reasonable hours of 0600 to 2300 at an absolute maximum. This would be in line with the Kingsford-Smith Airport curfew times.
10. No construction, related traffic movements or activities associated with construction are to occur between 2300 and 0600.
11. A commitment from the NSW Government to ongoing monitoring of air quality both during and post-construction to ensure compliance with regulatory requirements.
12. Confirmation that the tunnel will be fitted with carbon monoxide monitors; air visibility monitors and air velocity monitors as per the Sydney Harbour Tunnel.
13. Confirmation that ambient (outdoor) air quality monitors as per the M5 East tunnel^{vii} will be installed and use maintained both during and post-construction.
14. Confirmation that this project will follow recent road tunnel construction in being designed to avoid portal emissions^{viii}
15. Maximum filtration measures **must** be installed prior to operation.
16. Information on the future re-routing of 438, 439 and 406 bus routes to be released to the public for comment prior to construction commencing.
17. That future correspondence be addressed to the actual owners of affected properties by name.
18. Full, appropriate, fair and just compensation as affected property owners – inclusive of the difference between the value of our home prior to the announcement of this project and the perceived value post-announcement, and any costs associated with buying / selling (such as stamp duty, commissions, fees, etc. *(It should be noted that affected residents such as ourselves were not contemplating re-locating until the EIS was finally released. It is fitting that our costs of re-locating be compensated)*).
19. Provision of details of any proposed architectural improvements (or cubing) that will be provided to affected residents such as us who are not being acquired but will be severely affected.
20. That safety issues need to be fully reviewed by independent consultants and the full reports **released to the public**.
21. Speed restrictions on local roads must be limited during construction and policed.

22. Details of how pedestrian access will be maintained at Reg Coady Reserve both during and post-construction.

In summary, the M4 East tunnel project should not proceed until the NSW Government publically releases the full business to support the project.

As it is clear that the NSW Government is proceeding with this project, we request that the long tunnel option be technically reviewed and supported with a cost benefit report released publicly.

It must be adopted as the preferred route as it is superior to the current flawed design. It is far more suitable for the movement of traffic from Sydney's west to the city, enabling future expansion, and ensuring sustainability.

The current flawed route is simply designed to facilitate the redevelopment of Parramatta Road and the White Bay precinct. Moving the Concord bottleneck three kilometres to Haberfield will not deliver a decent outcome for motorists.

The current level of property acquisition, coupled with destruction of parkland, increased noise, increased pollution and fractured connectivity of Haberfield is unacceptable.

It is apparent that the NSW Government's main reasons for continuing with this flawed plan are based on cost cutting and the redevelopment of Parramatta Road and White Bay.

With over 5,000 pages of the EIS to digest, it was difficult to make a reasonable submission by 2 November 2015.

Residents have been forced to wait months for the EIS to be delivered, and were left with little time for response. This project has been a disgrace since its inception.

Yours faithfully

Tracy Rowles and Graeme McKay
67 Dobroyd Parade Haberfield NSW 2045

29 October 2015

ⁱ American Journal of Industrial Medicine

ⁱⁱ Journal of Environmental Psychology

ⁱⁱⁱ Atmospheric Environment - Roadside measurements of particulate matter size distribution – 11th

International Symposium Transport and Air Pollution

^{iv} "Air quality in and around Traffic Tunnels," Australian Government National Health and Medical Research Council Executive Summary, page xvii

^v The Free Dictionary

^{vi} Oxford Dictionary

^{vii} "How air quality is managed in Sydney's road tunnels" Roads and Maritime Services publication 12/178

^{viii} Linking Melbourne Authority – East West Link – Eastern Section – Comprehensive Impact Statement October 2013

From: system@affinitylive.com on behalf of John Goldberg [REDACTED]
Sent: Thursday, 29 October 2015 10:27 AM
To: Brent Devine
Subject: Submission Details for John Goldberg (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: John Goldberg
[REDACTED]

Beecroft, NSW
2119

Content:
<http://www.onlineopinion.com.au/author.asp?id=7526>

[REDACTED]

From: system@affinitylive.com on behalf of Peter WILSON [REDACTED] >
Sent: Thursday, 29 October 2015 12:02 PM
To: Brent Devine
Subject: Submission Details for Peter WILSON (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Peter WILSON
[REDACTED]

Sydney, NSW
2206

Content:

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

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

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

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

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

- * Factor into the traffic modelling the very large increase in apartment construction - and therefore of population - that has been promoted by the WestConnex Delivery Authority and other agencies as a major rationalisation for the proposal.

- * Employ high-quality traffic modelling. The fact that the EIS depends on the work of a company, AECOM, that has been fined \$280 million for one of the largest cases of misleading and deceptive conduct in Australian corporate history, after they wildly inflated traffic numbers for the failed Brisbane tollways, must mean that their work for Westconnex is utterly discredited.

- * Honestly discuss public transport and freight rail alternatives.

- * Publish a robust business case to justify expenditure of billions of dollars worth of taxpayers' funds.

- * Properly describe the long term impacts of air pollution generated by the increased traffic volumes the project is designed to facilitate.

- * Consider more sustainable public and active transport options that will produce a lower level of greenhouse gas emissions. Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

From: Josephine Tauriello <campaigns@good.do>
Sent: Thursday, 29 October 2015 7:14 PM
To: information-Planning
Subject: Formal submission to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I object to the entire WestConnex for a number of reasons. 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.

Failure to abide by the Major Projects Assurance Framework and employ best practice governance from project inception has also greatly reduced community confidence in WestConnex, including the M4 East EIS. The Community is being asked to comment on an EIS that is deficient in analysis of project justification.

A condition of consent for the M4 East should include adherence to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews which should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

In regards to this WestConnex M4 East proposal, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly 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 strongly 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 – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

- I strongly 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 strongly object to 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.

- I strongly object to 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.

- I strongly object to 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.

- I strongly object to 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.

- I strongly 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.

- I strongly 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 strongly 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 strongly 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 strongly 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 congestion.

- I strongly 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.

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 livability of cities.

I recognise there is pressure on several NSW Departments, including Planning and 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.

Yours sincerely,

Josephine Tauriello

Sydney NSW 2045, Australia

From: Elena Tauriello <campaigns@good.do>
Sent: Thursday, 29 October 2015 7:14 PM
To: information-Planning
Subject: Formal submission to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I object to the entire WestConnex for a number of reasons. 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.

Failure to abide by the Major Projects Assurance Framework and employ best practice governance from project inception has also greatly reduced community confidence in WestConnex, including the M4 East EIS. The Community is being asked to comment on an EIS that is deficient in analysis of project justification.

A condition of consent for the M4 East should include adherence to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews which should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

In regards to this WestConnex M4 East proposal, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly 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 strongly 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 – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

- I strongly 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 strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.
- I strongly 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 strongly 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 strongly 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 strongly 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 congestion.

- I strongly 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.

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 livability of cities.

I recognise there is pressure on several NSW Departments, including Planning and 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.

Yours sincerely,

Elena Tauriello

Sydney NSW 2131, Australia

From: Frank Tauriello <campaigns@good.do>
Sent: Thursday, 29 October 2015 7:12 PM
To: information-Planning
Subject: Formal submission to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I object to the entire WestConnex for a number of reasons. 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.

Failure to abide by the Major Projects Assurance Framework and employ best practice governance from project inception has also greatly reduced community confidence in WestConnex, including the M4 East EIS. The Community is being asked to comment on an EIS that is deficient in analysis of project justification.

A condition of consent for the M4 East should include adherence to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews which should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

In regards to this WestConnex M4 East proposal, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly 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 strongly 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 – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

- I strongly 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 strongly object to 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.

- I strongly object to 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.

- I strongly object to 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.

- I strongly object to 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.

- I strongly 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.

- I strongly 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 strongly 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 strongly 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 strongly 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 congestion.

- I strongly 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.

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 livability of cities.

I recognise there is pressure on several NSW Departments, including Planning and 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.

Yours sincerely,

Frank Tauriello

Sydney NSW 2131, Australia

From: tamsin McVeigh <campaigns@good.do>
Sent: Thursday, 29 October 2015 6:36 PM
To: information-Planning
Subject: Formal submission to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I object to the entire WestConnex for a number of reasons. 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.

Failure to abide by the Major Projects Assurance Framework and employ best practice governance from project inception has also greatly reduced community confidence in WestConnex, including the M4 East EIS. The Community is being asked to comment on an EIS that is deficient in analysis of project justification.

A condition of consent for the M4 East should include adherence to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews which should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

In regards to this WestConnex M4 East proposal, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly 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 strongly 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 – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

- I strongly 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 strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.
- I strongly 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 strongly 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 strongly 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 strongly 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 congestion.

- I strongly 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.

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 livability of cities.

I recognise there is pressure on several NSW Departments, including Planning and 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.

Yours sincerely,

tamsin McVeigh

Sydney NSW 2043, Australia

From: Alan Glass <campaigns@good.do>
Sent: Thursday, 29 October 2015 6:24 PM
To: information-Planning
Subject: Formal submission to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

*** Response required – please see below ***

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 therefore wish to register my strong objection to the WestConnex M4 East proposal. In particular, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly 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 strongly 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 – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.
- I strongly 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 strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.
- I strongly 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 strongly 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 strongly 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 strongly 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 congestion.

- I strongly 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.

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 livability of cities.

I recognise there is pressure on several NSW Departments, including Planning and 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.

Yours sincerely,

Alan Glass

Sydney NSW 2193, Australia

Brent Devine

From: Tony Lucas <campaigns@good.do>
Sent: Thursday, 29 October 2015 6:23 PM
To: information-Planning
Subject: Formal submission to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

*** Response required – please see below ***

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 therefore wish to register my strong objection to the WestConnex M4 East proposal. In particular, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly 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 strongly 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 – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

- I strongly 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 strongly object to 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.

- I strongly object to 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.

- I strongly object to 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.

- I strongly object to 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.

- I strongly 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.

- I strongly 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 strongly 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 strongly 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 strongly 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 congestion.

- I strongly 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.

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

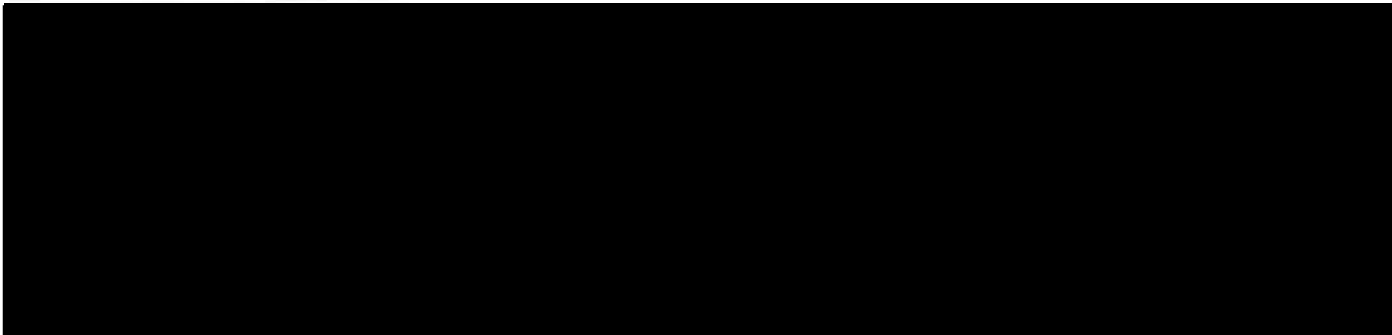
- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031.
- AECOM has not even met the basic Planning Secretary's requirements in its assessment.
- This is an outdated project that is not consistent with current trends in thinking about public transport, urban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

I recognise there is pressure on several NSW Departments, including Planning and 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.

Yours sincerely,

Alan Glass

Australia



Brent Devine

From: kerry wood <campaigns@good.do>
Sent: Thursday, 29 October 2015 6:23 PM
To: information-Planning
Subject: Formal submission to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment I object to the WestConnex M4 East.

I ask you to respond to each of my concerns:

- I object to the focus on roads and not better public transport
- I object to the high financial risks being taken
- I object to the pollution that will spew out across sydney
- I object to the State Gov signing contracts in secrecy for a multi-billion dollar spend before proper consultation
- 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, given that it's a 5,000 document
- I object to the flow of cars and trucks out of tunnel that will gridlock roads in the Inner West.
- I object to hundreds of residents being forced from their homes and businesses
- I object to homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were done before any EIS was complete

Yours sincerely,

kerry wood

Sydney NSW 2038, Australia

Brent Devine

From: Alex Wilkins <campaigns@good.do>
Sent: Thursday, 29 October 2015 6:15 PM
To: information-Planning
Subject: Formal submission to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

I am concerned that:

The impact of this development upon local traffic conditions, and that this has not been **sufficiently** assessed by an independent body;

King St, which I cycle along frequently, is likely to become busier and less safe;

Increased traffic through this area will impact on the livelihood of a community that thrives on being a walkable neighbourhood with places to eat and drink.

Yours sincerely,
Alex Wilkins
Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

From: Sharon Tandy <campaigns@good.do>
Sent: Thursday, 29 October 2015 6:22 PM
To: information-Planning
Subject: Formal submission to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

*** Response required – please see below ***

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 therefore wish to register my strong objection to the WestConnex M4 East proposal. In particular, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly 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 strongly 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 – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.
- I strongly 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 strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.
- I strongly 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 strongly 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 strongly 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 strongly 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 congestion.

- I strongly 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.

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 livability of cities.

I recognise there is pressure on several NSW Departments, including Planning and 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.

Yours sincerely,

Sharon Tandy

Sydney NSW 2044, Australia

From: Liz Jury <campaigns@good.do>
Sent: Thursday, 29 October 2015 6:12 PM
To: information-Planning
Subject: Formal submission to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

*** Response required – please see below ***

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 therefore wish to register my strong objection to the WestConnex M4 East proposal. In particular, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly 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 strongly 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 – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

- I strongly 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 strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.
- I strongly 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 strongly 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 strongly 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 strongly 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 congestion.

- I strongly 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.

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

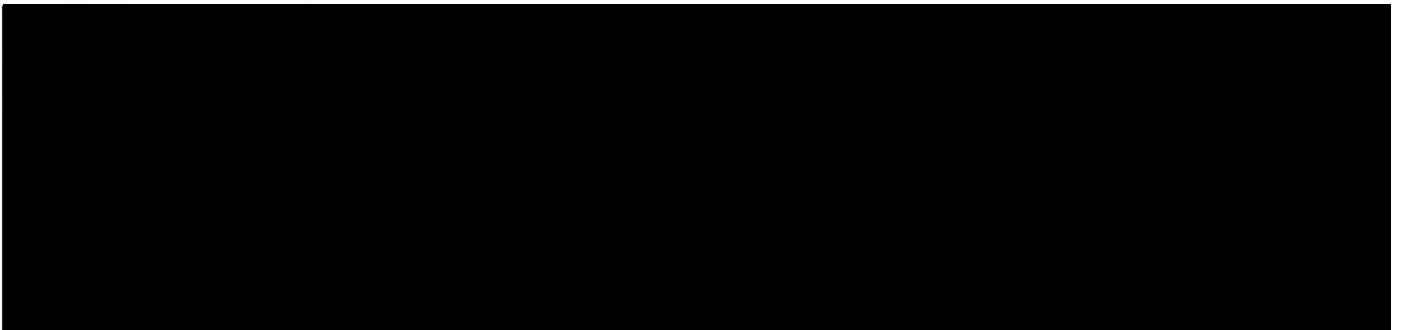
- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031.
- AECOM has not even met the basic Planning Secretary's requirements in its assessment.
- This is an outdated project that is not consistent with current trends in thinking about public transport, urban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

I recognise there is pressure on several NSW Departments, including Planning and 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.

Yours sincerely,

Liz Jury

Sydney NSW 2008, Australia



From: Barbara Courtille <campaigns@good.do>
Sent: Thursday, 29 October 2015 6:03 PM
To: information-Planning
Subject: Formal submission to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

*** Response required – please see below ***

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 therefore wish to register my strong objection to the WestConnex M4 East proposal. In particular, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly 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 strongly 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 – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.
- I strongly 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 strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.
- I strongly 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 strongly 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 strongly 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 strongly 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 congestion.

- I strongly 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.

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 livability of cities.

I recognise there is pressure on several NSW Departments, including Planning and 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.

Yours sincerely,

Barbara Courtille

Sydney NSW 2204, Australia

From: Manoa Thompson <campaigns@good.do>
Sent: Thursday, 29 October 2015 5:57 PM
To: information-Planning
Subject: Formal submission to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

*** Response required – please see below ***

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 therefore wish to register my strong objection to the WestConnex M4 East proposal. In particular, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly 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 strongly 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 – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

- I strongly 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 strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.
- I strongly 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 strongly 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 strongly 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 strongly 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 congestion.

- I strongly 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.

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

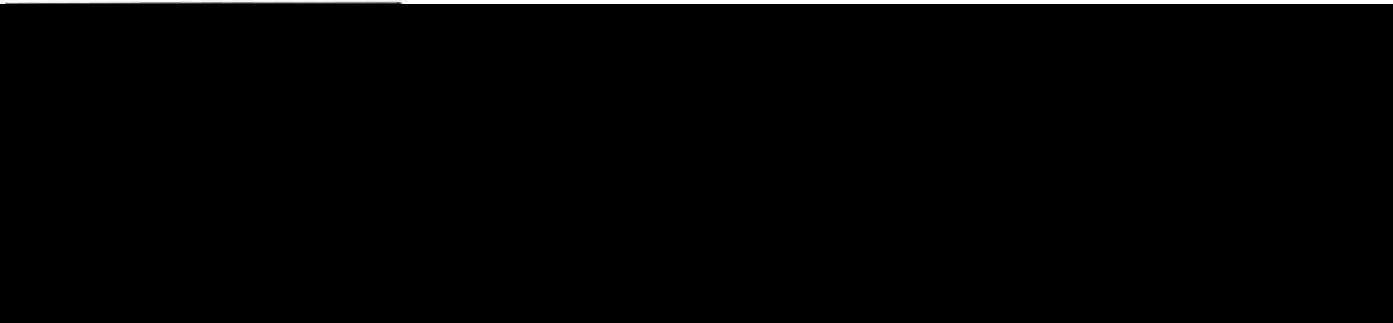
- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031.
- AECOM has not even met the basic Planning Secretary's requirements in its assessment.
- This is an outdated project that is not consistent with current trends in thinking about public transport, urban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

I recognise there is pressure on several NSW Departments, including Planning and 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.

Yours sincerely,

Manoa Thompson

Sydney NSW 2044, Australia



Brent Devine

From: Katrina MCKibbin <campaigns@good.do>
Sent: Thursday, 29 October 2015 5:55 PM
To: information-Planning
Subject: Formal submission to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

*** Response required – please see below ***

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 therefore wish to register my strong objection to the WestConnex M4 East proposal. In particular, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly 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 strongly 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 – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.
- I strongly 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 strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly object to 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.
- I strongly 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.
- I strongly 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 strongly 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 strongly 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 strongly 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 congestion.

- I strongly 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.

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 livability of cities.

I recognise there is pressure on several NSW Departments, including Planning and 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.

Yours sincerely,

Katrina MCKibbin

Sydney NSW 2015, Australia

