

From: Diane Tipping [REDACTED]
Sent: Wednesday, 28 October 2015 5:41 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- The M4 East EIS notes that 53 properties within the Haberfield Conservation Area will be demolished, "permanently (removing) a substantial portion of the built heritage items fronting Wattle Street." 29 of these are assessed as 'contributory to the values of the Conservation Area'.

I am extremely distressed by the number of heritage listed properties and properties in conservation areas that will be lost. I work in heritage architecture and I know how difficult the legislation makes it for people to do alterations on a heritage building, so why is it ok for the government to destroy them? They will be lost forever and a photographic archival recording just isn't the same as having items of heritage still existing.

- The constant daily movement of large transport trucks severely degrades the urban environment, including those with heritage significance.

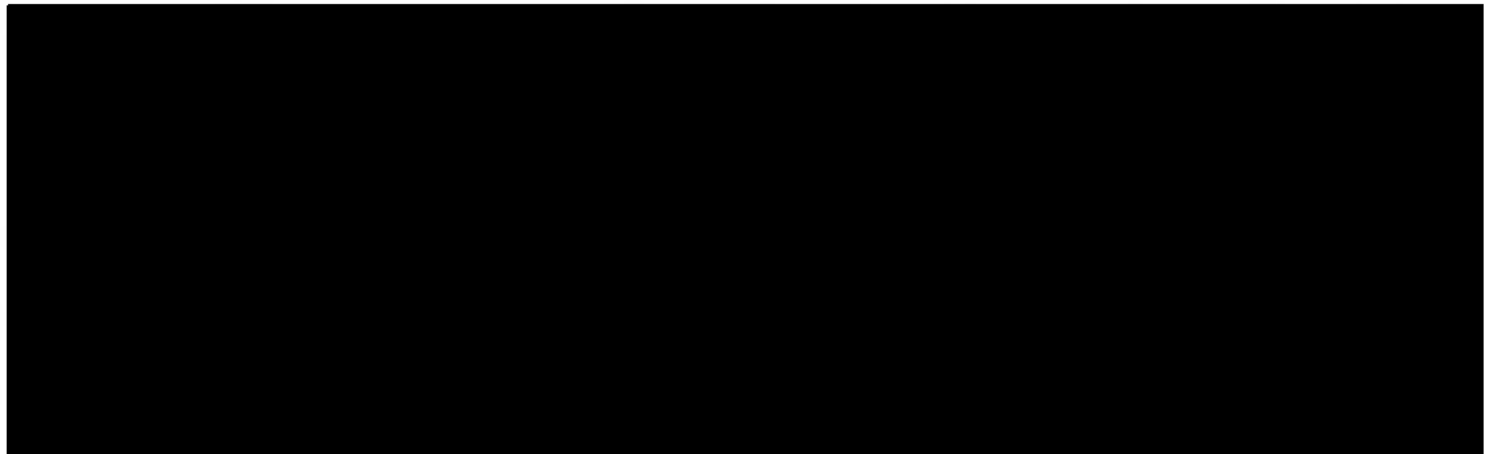
The areas around Newtown, Enmore and Alexandria will be changed forever and not for the better. We will lose the ambience that makes our area so unique. We already have a huge amount of vehicles that pass through these areas every day and this project will significantly increase this.

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

Yours sincerely,

Diane Tipping

Sydney NSW 2042, Australia



From: Brett Prince [REDACTED]
Sent: Wednesday, 28 October 2015 3:37 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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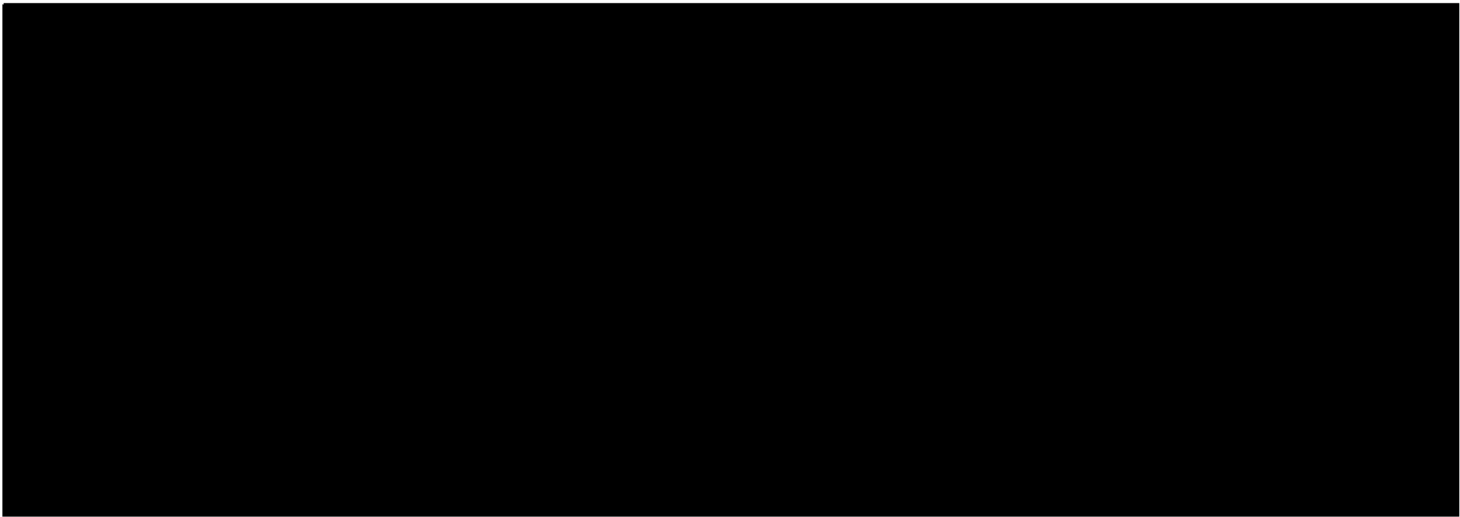
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- The constant daily movement of large transport trucks severely degrades the urban environment, including those with heritage significance.

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

Yours sincerely,

Brett Prunce

Sydney NSW 2046, Australia



From: CHRISTOPHER WILSON [REDACTED]
Sent: Wednesday, 28 October 2015 3:02 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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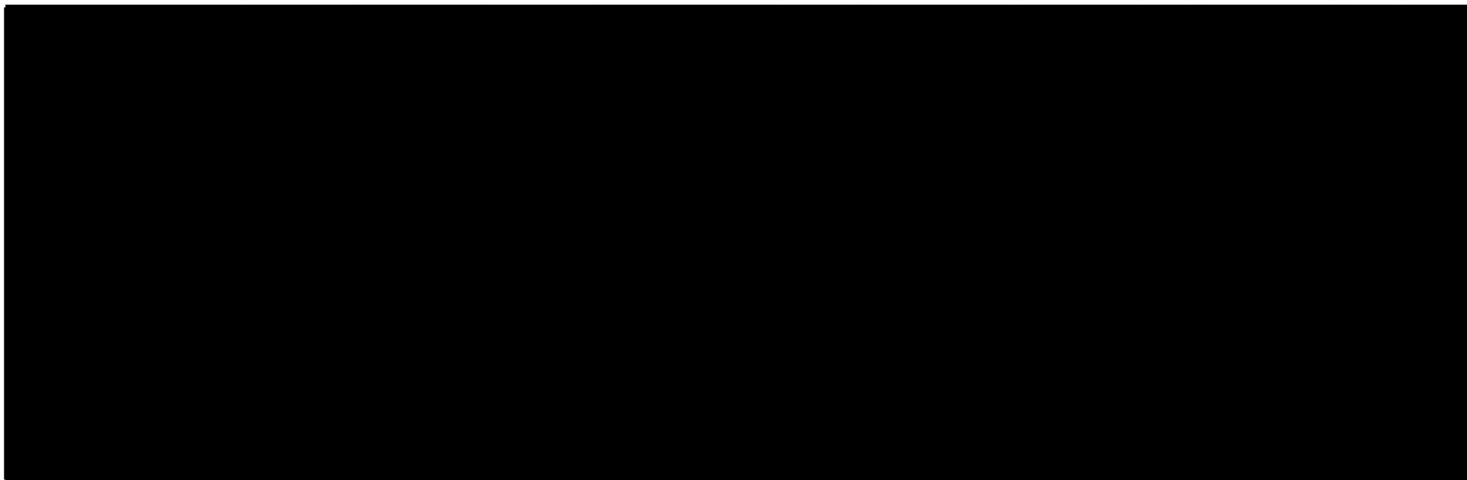
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- The constant daily movement of large transport trucks severely degrades the urban environment, including those with heritage significance.

I therefore call on the Minister for Planning to reject this proposal. And to open a public inquiry into the processes that brought the project to this point.

Regards

Christopher



From: Richard Moras [REDACTED]
Sent: Wednesday, 28 October 2015 2:02 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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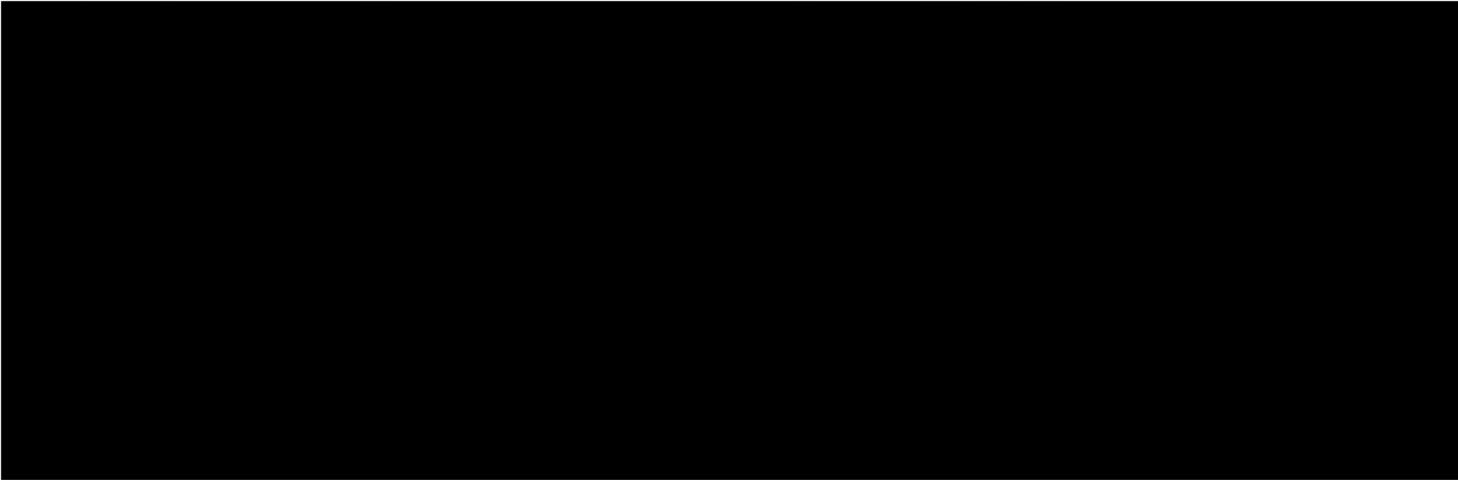
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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Richard Moras

Sydney NSW 2044, Australia



From: [REDACTED]
Sent: Wednesday, 28 October 2015 7:55 AM
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Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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.

From: Stephen Kenny [REDACTED]
Sent: Wednesday, 28 October 2015 7:40 AM
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- The M4 East EIS field surveys are very limited in duration and season. The EIS acknowledges this, stating "it is possible that seasonal species were not identified".
- Many homes targeted for acquisition and destruction for the M4 East have substantial yards with mature trees and green areas. Streetside green spaces will also disappear, along streets lined with established trees.

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

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
- Many residents report that prices being offered by the government grossly undervalue their properties, causing great stress at an already traumatic time.
- Thousands of residents will be impacted by increased noise and pollution, which will have significant negative health impacts. This is also likely to devalue many homes near the WestConnex.
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- The M4 East EIS notes that 53 properties within the Haberfield Conservation Area will be demolished, “permanently (removing) a substantial portion of the built heritage items fronting Wattle Street.” 29 of these are assessed as ‘contributory to the values of the Conservation Area’.
- The constant daily movement of large transport trucks severely degrades the urban environment, including those with heritage significance.

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

Yours sincerely,

Stephen Kenny

Sydney NSW 2204, Australia



From: Jon Stevenson [REDACTED]
Sent: Wednesday, 28 October 2015 7:38 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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

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

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

- Parramatta Rd at Homebush: Traffic on will increase by 46%, with average weekday traffic climbing from 33,600 to 49,800 by 2031.
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- Total traffic east-west across this part of Sydney will jump 53% by 2031. Such an increase is hardly going to improve air quality.
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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Jon Stevenson

Sydney NSW 2016, Australia



From: bernard ollis [REDACTED]
Sent: Wednesday, 28 October 2015 7:34 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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

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

Yours sincerely,

bernard ollis

Sydney NSW 2043, Australia

From: [REDACTED]
Sent: Wednesday, 28 October 2015 7:32 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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

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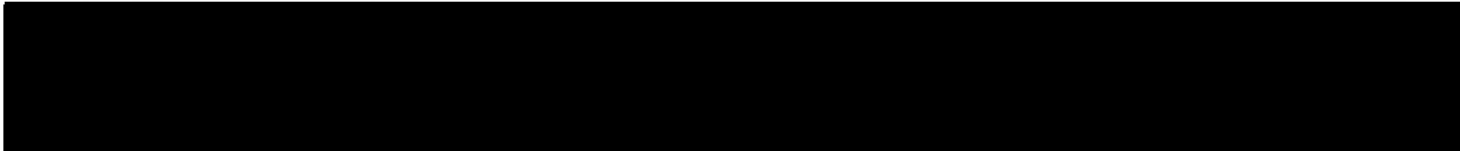
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I therefore call on the Minister for Planning to reject this proposal.



From: Deidre Turner [REDACTED]
Sent: Wednesday, 28 October 2015 7:24 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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

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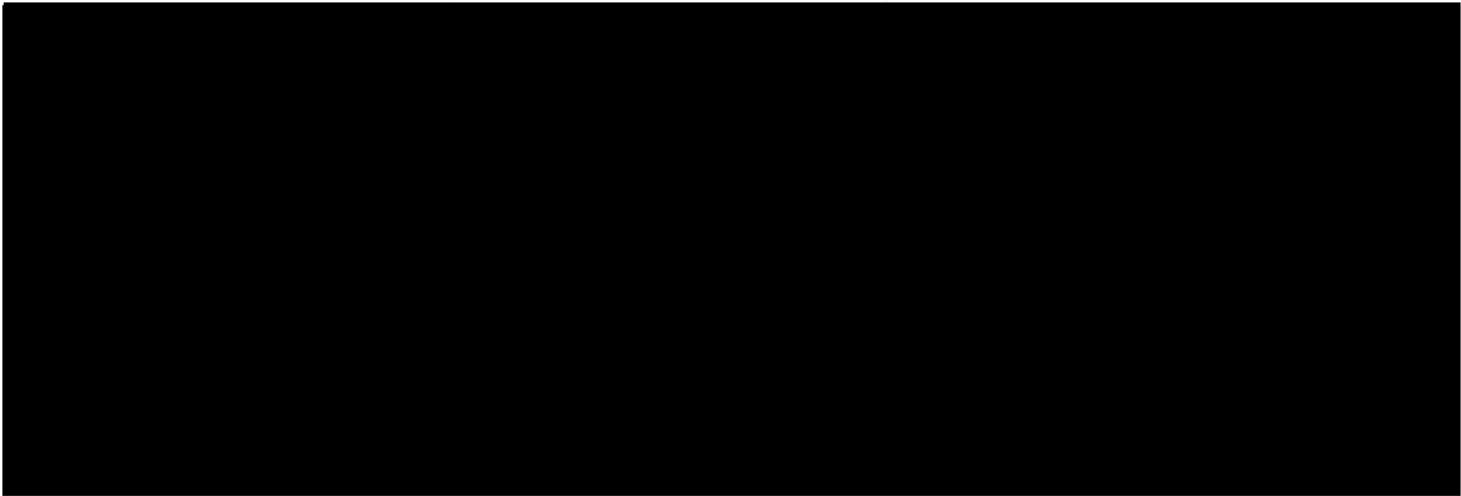
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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Deidre Turner

Sydney NSW 2759, Australia



From: John Franchella [REDACTED]
Sent: Wednesday, 28 October 2015 7:06 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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

Yours sincerely,

John Franchella

Croydon Park NSW 2133, Australia



From: Mariana Rosales [REDACTED]
Sent: Wednesday, 28 October 2015 7:00 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Construction work will cause potential contamination of downstream waterways and groundwater, impacting on aquatic and riparian habitats.
- Accidental leaks or spills of chemicals, fuels, oils and/or greases from construction plants and machinery may result in pollution of local waterways and groundwater sources.
- Discharge of treated groundwater, stormwater runoff during rainfall events and direct deposition of airborne particles risk causing acute or chronic contamination of water quality in downstream waterways.
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I object to the large-scale destruction of key Sydney heritage sites for the M4 East:

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

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

Yours sincerely,

Mariana Rosales

Sydney NSW 2042, Australia



From: Debra Toman [REDACTED]
Sent: Wednesday, 28 October 2015 6:55 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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

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

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

- Parramatta Rd at Homebush: Traffic on will increase by 46%, with average weekday traffic climbing from 33,600 to 49,800 by 2031.
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- The M4 East EIS field surveys are very limited in duration and season. The EIS acknowledges this, stating "it is possible that seasonal species were not identified".
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I object to the devastating impact WestConnex will have on people and communities:

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

- Local communities will be carved up by multi-lane roads, cutting residents off from each other and vital social infrastructure.
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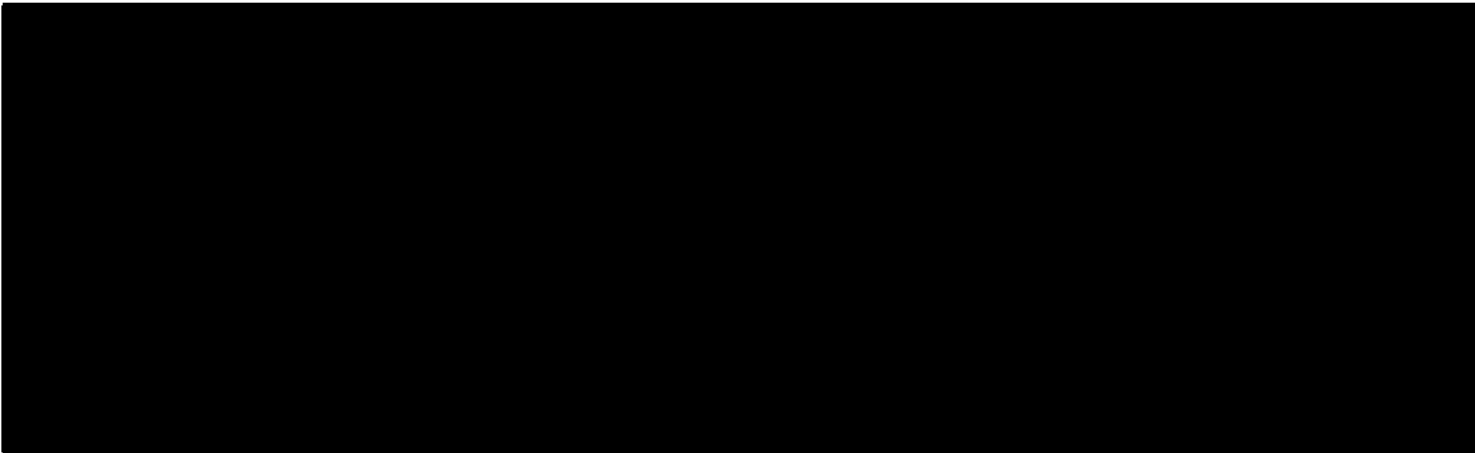
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- The constant daily movement of large transport trucks severely degrades the urban environment, including those with heritage significance.

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

Yours sincerely,

Debra Toman

Sydney NSW 2044, Australia



From: yasmine Elhassan [REDACTED]
Sent: Wednesday, 28 October 2015 6:52 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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

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- The constant daily movement of large transport trucks severely degrades the urban environment, including those with heritage significance.

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

Yours sincerely,

yasmine Elhassan

Sydney NSW 2045, Australia



From: Louise Genford [REDACTED]
Sent: Wednesday, 28 October 2015 8:22 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Louise Genford

Sydney NSW 2018, Australia

From: Virginia Niven [REDACTED]
Sent: Wednesday, 28 October 2015 8:22 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I have lived and worked in the Newtown, Enmore and Camperdown area for more than 20 years. It is a vibrant community quite unique in Sydney, and draws visitors from other parts of Sydney and from around the world contributing to our economy. The local residents and councils contribute hugely to make it a cohesive community, and many residents strive to make it a greener and more environmentally friendly area. They ride more bicycles in this area than any other area in Sydney, helping reduce greenhouse emissions; they prefer public transport over individual cars; we do not want to see more traffic on King St, Newtown through the precincts it runs, as it already has a lot of traffic. Traffic increases noise and divides the community. Traffic brings increased, harmful pollutants to the area - an area that has had an explosion in growth of new babies born in the area, who are growing up and being educated not just in local schools, but by the creative fabric of this area. Childre

n and pollutants from vehicles do not mix, as they have a proven, detrimental affect on young, growing bodies. I do not want the WestConnex project in my neighbourhood.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

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I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

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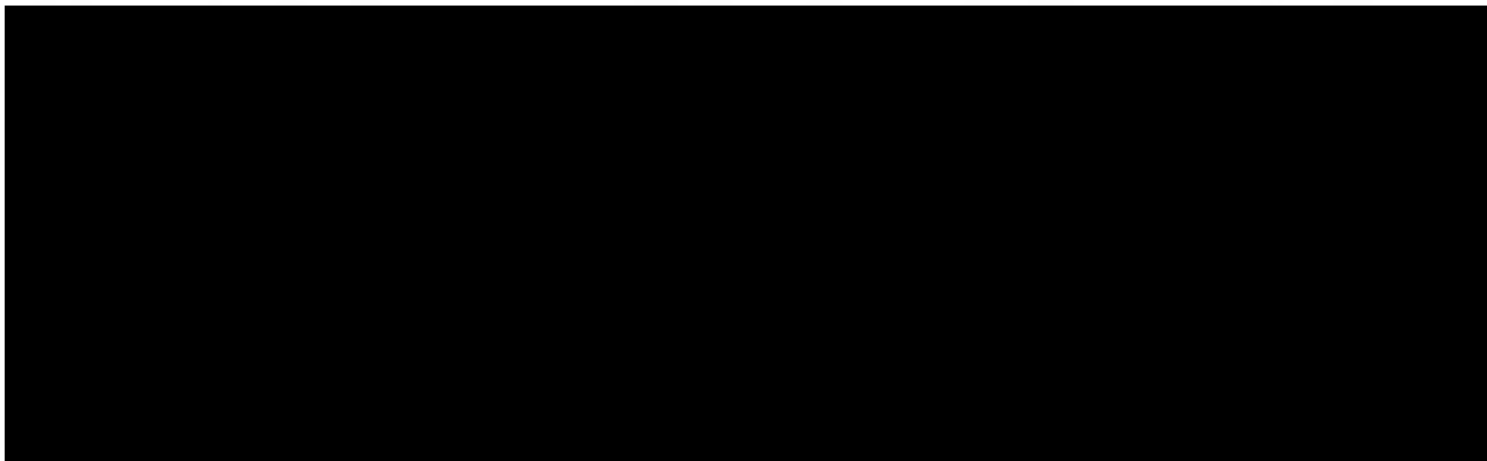
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Yours sincerely,

Virginia Niven

Sydney NSW 2042, Australia



From: Hope Taylor [REDACTED]
Sent: Wednesday, 28 October 2015 8:22 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

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I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

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Yours sincerely,

Hope Taylor

Sydney NSW 2042, Australia

From: Giulia Laurenzi [REDACTED]
Sent: Wednesday, 28 October 2015 10:35 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Giulia Laurenzi

Croydon Park NSW 2133, Australia

From: Ros Murphy [REDACTED]
Sent: Wednesday, 28 October 2015 10:24 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

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I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Ros Murphy

Sydney NSW 2131, Australia

From: Charlotte Moar [REDACTED]
Sent: Wednesday, 28 October 2015 10:23 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

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Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

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The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Charlotte Moar

From: Maree Arkell [REDACTED]
Sent: Wednesday, 28 October 2015 10:21 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

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I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

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The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

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I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Maree Arkell

Sydney NSW 2131, Australia

From: Kellie McCarthy [REDACTED]
Sent: Wednesday, 28 October 2015 10:17 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

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I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Kellie Mc

From: julienne baker [REDACTED]
Sent: Wednesday, 28 October 2015 10:16 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

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I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

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I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

julienne baker

Sydney NSW 2759, Australia

From: Alessandro Berini [REDACTED]
Sent: Wednesday, 28 October 2015 10:15 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

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Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

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I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

And above all, I strongly object the imposition of utterly devastating plans like Westconnex on citizens that don't want them, with no consultation with the communities, to satisfy the greed of the developers and their politicians friends. This is obscene and is NOT democracy.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Alex Berini

Sydney NSW 2206, Australia

From: Adam Boldorf [REDACTED]
Sent: Wednesday, 28 October 2015 10:07 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

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Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Adam Boldorf

Sydney NSW 2131, Australia

From: samantha whittingham [REDACTED]
Sent: Wednesday, 28 October 2015 10:05 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

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Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

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I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

samantha whittingham

Sydney NSW 2011, Australia

From: Tiffany Tran [REDACTED]
Sent: Wednesday, 28 October 2015 10:05 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my objection to the construction of the WestConnex project.

As an international city, I believe that Sydney should replicate world cities such as Paris, New York and Hong Kong that have world-class public transport systems to move human population around.

I do not believe that the construction of more roads, tolls and motorways, especially in the already cramped inner city and inner west suburbs, is innovative nor visionary for Sydney's future and the city's growing population.

I also do not believe that it is public money well-spent on WestConnex project.

I object to the increase in greenhouse gas emissions and the increase in vehicle pollutants that WestConnex will cause. Increased urban motorway development is a threat to population health and the Sydney's environment sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on population health, including climate change and sustainability.

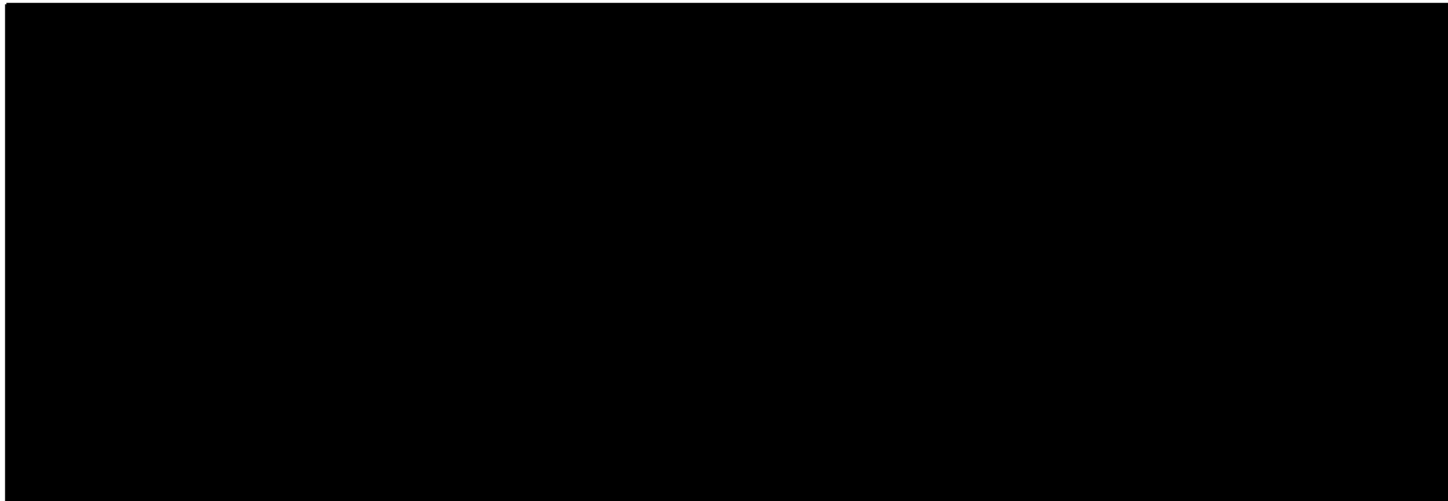
I also object to the lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are significant concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. Whilst I recognise there is pressure on the Department of Planning to approve this project, the Department of Planning has an 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. More roads do not reduce vehicle traffic congestion for a growing international city such as Sydney.

Thank you for reading and registering my submission.

Regards

Tiffany



From: David Luke [REDACTED]
Sent: Wednesday, 28 October 2015 9:56 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

David Luke

Sydney NSW 2200, Australia

From: Cathy Saunders [REDACTED]
Sent: Wednesday, 28 October 2015 10:44 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Cathy Saunders

Sydney NSW 2193, Australia

From: Bryn Davies [REDACTED]
Sent: Wednesday, 28 October 2015 10:58 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Bryn Davies

Perth WA 6163, Australia

From: Denise Wyatt [REDACTED]
Sent: Wednesday, 28 October 2015 11:02 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Denise Wyatt

Sydney NSW 2042, Australia

From: Jenny-Maree Menzies [REDACTED]
Sent: Wednesday, 28 October 2015 11:03 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Jenny-Maree Menzies

From: Prudence Wawn [REDACTED]
Sent: Wednesday, 28 October 2015 11:24 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

Formerly a resident of Erskineville and now a concerned citizen who regularly uses the terribly inadequate public transport system to travel from the northern beaches to Newtown, I wish to register my strong objection to this proposal, and to the overall WestConnex project.

In spite of enormous amounts of research demonstrating that more motorways bring more cars, here we have the NSW government claiming to be 'innovative' yet going backwards fast on providing 21st century transport. In fact WestConnex's own data informs us that traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

\$15.4 billion on a toll road which could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals? This is a no-brainer surely? I strongly object to this devastating waste of money and lack of vision.

Have the medical costs been included? Asthmatics and children will breathe the deadly vehicle exhaust pollutants from WestConnex. Tiny particulate matter can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

In such vibrant suburbs and communities, in fact this area is one of the most interesting and creative parts of Sydney, quality of life will be decimated as huge multi-lane roads carve up their cohesion and access to amenities.

Tragically we will all lose the opportunity to have a world-class public transport system because of the massive cost of this poorly considered road project.

I also fear the impact WestConnex will have on our environment and biodiversity. Communities will lose open spaces and parklands as well as some of the last remnants of natural bushland in the Inner West and South West.

Threats to biodiversity along the toll road corridor and surrounding areas have not been adequately assessed. Endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

This M4 East project will contaminate local waterways because the catchment will experience soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff.

Australians travel the world as tourists enjoying the original architecture and authentic history old sites provide, yet here we have some of Sydney's most important heritage sites being demolished. Many homes and heritage items will go in Ashfield and Haberfield as part of WestConnex Stage 1 and of course it won't stop there.

Can our state govt please take seriously the need for adaptation to climate change? I object to the increase in greenhouse gas emissions and global warming WestConnex will cause when the option of better public transport is being ignored for this debacle instead.

Of great concern is the absence of transparency surrounding the WestConnex project. This includes state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. This WestConnex project has caused anxiety across the state about the lack of good governance, oversight and economic rationale for this major infrastructure project. Do we really have Neanderthals planning for our future in NSW?

The Minister for Planning must reject this proposal. What a dismal outcome when considering the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it actually provides no solution to Sydney's transport needs.

Yours sincerely,

Prudence Wawn

Sydney NSW 2107, Australia

From: [REDACTED]
Sent: Wednesday, 28 October 2015 11:21 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object and am appalled by the increased demand that WestConnex will put on Sydney, and in particular, InnerWest roads by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object and am disappointed that the state government would approve spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals. Look overseas to see what is happening in city transport options, not roads, but public transport. This will be such a bad legacy for Sydney for decades to come.

I object and am incensed at the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children. Members of my family suffer from asthma and I believe with the introduction of the Westconnex that hospitals, doctors and individuals will pay a high price for increased care and medication going forward. Is this 21st 'planning' with the community and costs in mind?

I object to the heartbreaking and devastating community impact WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities in our beautiful city.

Many hundreds of residents will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces that chose to live nearby, and will lose the opportunity to have a world-class public transport system in favour of the massive cost of this road project.

I object and am bewildered that State government has made the decision to impose the WestConnex on our world class environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West. This will not be clawed back, this government will be remembered throughout history as having the greatest destructive impact on Sydney of any other government we have had.

That the impact on biodiversity along the toll road corridor and surrounding areas had not been adequately assessed prior to being the project demonstrates the State Governments attitude to following due process. We already know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the wilful destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are proudly significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

I object to the identified increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I mostly object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. That Minister for Roads seems to be the only person in Sydney (apart from those that are hired to agree with him) alone in proposing the WestConnex indicates that projects of this scale and nature must be well considered including advice from key stakeholders including Dept of Planning and Audit Office NSW at the least.

I recognise that there is pressure on the Department of Planning to approve this project, however I must remind you of your 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 and takes money from projects of greater need that would benefit the people of NSW much better.

Yours sincerely,

Kerry Thomas

Sydney NSW 2040, Australia

From: Peter Munro [REDACTED]
Sent: Wednesday, 28 October 2015 11:17 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Peter Munro

Sydney NSW 2204, Australia

From: Anna-Wili Highfield [REDACTED]
Sent: Wednesday, 28 October 2015 11:13 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

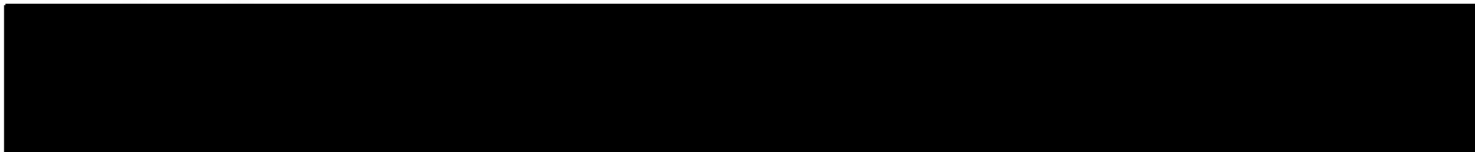
I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Anna-Wili Highfield

Sydney NSW 2043, Australia



From: Kate Ricks [REDACTED]
Sent: Wednesday, 28 October 2015 11:12 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

I object to spending \$15.4 billion on a toll road when this funding could pay for a fully integrated public transport system, and leave funds for other vital infrastructure like schools and hospitals.

I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

I object to the destruction of some of Sydney's most important heritage sites for the M4 East, which are zoned as Heritage Conservation Areas by the NSW Government and are significant not only to local communities but to all Australians. Many homes and heritage items are slated for demolition in Ashfield and Haberfield as part of WestConnex Stage 1. Other heritage building will be destroyed for future stages of WestConnex.

I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Kate Ricks

Sydney NSW 2042, Australia

From: Anna Edwards [REDACTED]
Sent: Wednesday, 28 October 2015 11:12 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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Anna Edwards

Sydney NSW 2045, Australia

From: L McKay [REDACTED]
Sent: Wednesday, 28 October 2015 11:09 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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L McKay

Sydney NSW 2204, Australia

From: Emma Pierce [REDACTED]
Sent: Wednesday, 28 October 2015 11:09 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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Yours sincerely,

Emma Pierce

Sydney NSW 2044, Australia

From: Ryan Huxtable [REDACTED]
Sent: Wednesday, 28 October 2015 11:08 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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Yours sincerely,

Kristy Huxtable

Sydney NSW 2045, Australia

From: Kristy Huxtable [REDACTED]
Sent: Wednesday, 28 October 2015 11:07 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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Kristy Huxtable

Sydney NSW 2045, Australia

From: Belle Charter [REDACTED]
Sent: Wednesday, 28 October 2015 12:06 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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Yours sincerely,

Belle Charter

Sydney NSW 2204, Australia

From: Robert Fielden [REDACTED]
Sent: Wednesday, 28 October 2015 11:46 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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Sydney , and especially the areas affected by the WestConnex project, does not need this money, \$15.4 billion, wasted on building more roads. What we need is a better and integrated public transport system, rail, light rail to solve our transport needs, for today and into the future

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Robert Fielden

Sydney NSW 2042, Australia

From: Robbie Bentley [REDACTED]
Sent: Wednesday, 28 October 2015 11:45 AM
To: information-Planning
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bentleyevans@bigpond.com bentleyevans@bigpond.com

Sydney NSW 2044, Australia

From: Keith Norman [REDACTED]
Sent: Wednesday, 28 October 2015 11:42 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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I object to the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially tiny particulate matter. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children.

I object to the devastating community impacts WestConnex will have all along its 33km route. Suburbs and communities will be carved up by huge multi-lane roads, destroying community cohesion and access to amenities.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because of the massive cost of this road project.

I object to the impact WestConnex will have on our environment and biodiversity. Open space and parklands will be lost, including some of the last remnants of natural bushland in the Inner West and South West.

The impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed. But we know that endangered species are at risk, along with significant numbers of mature native trees and other large trees that are part of Heritage Conservation Areas.

I object to the potential the M4 East project has for contaminating local waterways. A total catchment area of 1,553 hectares will potentially experience significant surface water quality impacts and other environmental impacts, including soil erosion, pollution of groundwater, potential asbestos contamination in soils and stormwater runoff, and contamination of water quality in local waterways.

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I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not properly addressed the impact of this 33 km tollway on climate change and sustainability.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your 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,

Keith Normab

Sydney NSW 2130, Australia

From: [REDACTED]
Sent: Wednesday, 28 October 2015 11:41 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes will increase significantly on key roads in the target area, which means the project will not 'bust congestion' but make it worse.

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From: Voren O'Brien [REDACTED]
Sent: Wednesday, 28 October 2015 11:37 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

Please find following my submission in response to the WestConnex M4 East Environment Impact Statement (EIS).

I wish to register my strong objection to this proposal, and to the overall WestConnex project.

I recently finished converting into digital format the 1980-81 PARLIAMENT OF NEW SOUTH WALES REPORT by MR D. S. KIRBY, B.A., LL.B. OF THE COMMISSION OF INQUIRY INTO THE KYEEMAGH-CHULLORA ROAD. This is a 1600 page document that addressed the concerns raised by 1429 written submissions from the public. It also investigated numerous international studies that all concluded that extra roads create extra congestion. This information is readily available online at <http://roadinginquiry.blogspot.com.au/>

The Westconnex proposal has widespread public opposition and there is a wealth of evidence in this report to support concerns that money is being wasted for claimed road outcomes that all evidence suggests will FAIL.

As one of the few people who has read ALL 1600 pages of the Kirby report I make the following heartfelt objections and urge all those involved to inform themselves with the abundance of research in the Kirby Report that supports these objections.

I object to the complete lack of transparency surrounding the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. There are serious concerns about the way the WestConnex project has been developed and progressed, with many questioning the lack of good governance, oversight and economic rationale for this major infrastructure project.

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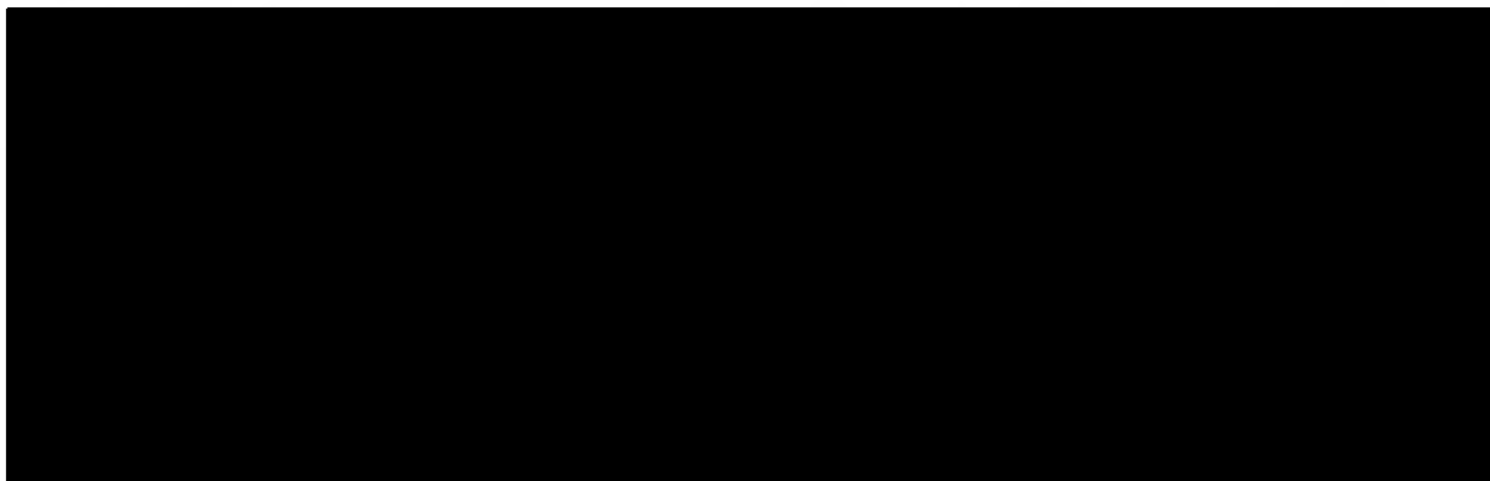
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Yours sincerely,

Voren O'Brien

Sydney NSW 2206, Australia



From: Clayton Futrelle [REDACTED]
Sent: Wednesday, 28 October 2015 11:32 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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Yours sincerely,

Clayton Futrelle

Sydney NSW 2131, Australia

From: Barry Canham [REDACTED]
Sent: Wednesday, 28 October 2015 11:28 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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Barry Canham

Sydney NSW 2038, Australia