

2 November 2015

Director
Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
SYDNEY NSW 2001

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

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

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

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

I object to this proposal as it:

- Fails to provide a long term solution to traffic and congestion.
- Robs the limited NSW budget of funds to invest in much needed public transport.
- Will direct additional traffic into already heavily congested streets, like Parramatta and Victoria Roads.
- Requires the demolition and compulsory acquisition of hundreds of homes.
- Fails to compare this project against alternative public transport projects.
- Is not justified by any publicly-released business case.

Yours sincerely

Lynne Saville
91 Eddy Rd
Chatswood NSW 2067
lynnesaville@hotmail.com

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Human crap expands to fill the space provided for it. More roads = more cars. Westconnex is not a solution to traffic and congestion. Planned, expansive, imaginative public transport is the answer. This proposal is petroleum industry-led, 20th C thinking and reeks of dodgy closed door dealings. Release the Westconnex business case you corrupt officials. This is OUR money you're using.

Yours sincerely

Barbara Hoffman
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Burwood NSW 2134
barbarahoffman@netspace.net.au

3403

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



PCU062476

October 31, 2015

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

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
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- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
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- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: Tobias Clock Address: 125, Denison St, Newtown, NSW
 Phone (Opt): 04211828554 Email: clocktobias@gmail.com

Department of Planning
 Received

4 NOV 2015

Scanning Room

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Name: Cass Munro

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Doug Munro

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SS Abernombie st & Liverpool

Name: Rory McArthur Address: rorytravel@gmail.com
 Phone (Opt): _____ Email: ↓

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Email:

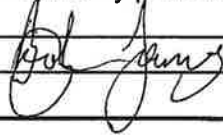
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 Phone (Opt): 0432452789 Email: Bob.J@telstra

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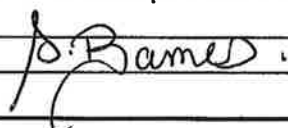
Name: JANET WARD Address: 8 Roberts St, St Peters
 Phone (Opt): _____ Email: peachpurpleblue@yahoo.com

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 Phone (Opt): 04 34535207 Email: _____

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Name:

Craig Walker

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27-29 George St N4, Strathfield

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Email:

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Holly Neely

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Yours sincerely

D. Briggs

Name: DIANNE BRIGGS Address: 168 CAMPDEN ST. ENMORE

2042

Phone (Opt): _____ Email: _____

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

October 31, 2015

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Name: CHRISTIN MEDERLE Address: 168 CAMDEN ST ENMORE NSW
Phone (Opt): 0425248541 Email: MAELU.168@YAHOO.COM.AU

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Name: Hannah Chapman Address: 30 Shepherd St Chippendale 2008
 Phone (Opt): _____ Email: hannah.patta-chapman@gmail.com

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Yours sincerely



increased traffic
loss of local character

Name: Nina Seram Address: 21A Peniston St Newbury
Phone (Opt): _____ Email: _____

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NSW Dept. of Planning & Environment
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Name:

JORAM TOOTH

Address:

38 Silver st St Peters

Phone (Opt):

Email:

joramtoth@gmail.com

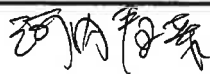
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Name: HARUNA KAWACHI

Address: 62 Holmwood St, Newtown

Phone (Opt): _____

Email: happyharuna@gmail.com

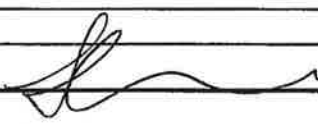
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Yours sincerely

Name: SEAN JOHNSON Address: 62 HOLMWOOD ST NEWTON
 Phone (Opt): 0415 391 182 Email: _____

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
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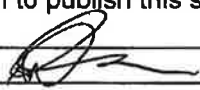
Name: Anna Carles Address: Unit 15 S-7 water St, Klovnsby
 Phone (Opt): _____ Email: _____

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Name: Andrew Bastoli Address: 215/5-7 Water St Horusby
Phone (Opt): _____ Email: _____

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NSW Dept. of Planning & Environment
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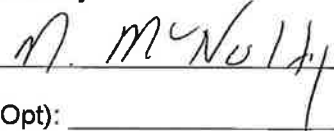
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Name: Zac Brookes Address: 61 Metropolitan Rd, Enmore.
 Phone (Opt): — Email: zac-brookes@hotmail.com

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Yours sincerely

Name:

Michelle Maloof

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339 Belmont St Alexandria

Phone (Opt):

Email: *2015*

October 31, 2015

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

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J Hamilton

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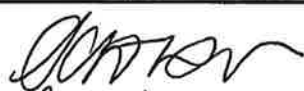
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Name: Simone Crozier Address: 54 Hopetoun St
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Name: Suzanne O'Sullivan

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Phone (Opt): _____ Email: planetheles@gmail.com

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Name: KYLIE LAWRENCE Address: 89 BURDEN ST, NEWTOWN 2042
Phone (Opt): 0402257178 Email: kjlushchuk@gmail.com

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Name: Ruiz Alexandre Address: 5-11 Egan Street Newtown
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Name: Joshua Power

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Name: Dominic D'Amico Address: 11 Egan Street, Newtown
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4844
3435

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

Submission: EIS WESTCONNEX PROJECT

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

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

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

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

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

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

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

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

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

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

4841

3435

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

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

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

Yours Sincerely,

N. Zuhro

113 Wavatah Street
Haberfield NSW

Date 28-10-15

2045

4842
3436

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

Submission: EIS WESTCONNEX PROJECT

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

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

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

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

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

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

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

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

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

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



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

4844
3436

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

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

ADDITIONAL COMMENTS

POLITICAL DONATION DECLARATION

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

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

DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

N. Zaccaro
NICOLO ZACCARO
28-10-15
113 WARATHA ST HABERFIELD POSTCODE 2045

A8A2
3436.

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

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

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

Yours Sincerely,

M. Zorcheo

Date 28.10.15

113 WARATAH ST

HABERFIELD

~~29~~

2045

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

488AB
3437

Submission: WestConnex M4 East EIS (SSI 6307)

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

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- Properly describe the long term impacts of air pollution generated by the increased traffic volumes the project is designed to facilitate.
- Consider more sustainable public and active transport options that will produce a lower level of greenhouse gas emissions.

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

ADDITIONAL COMMENTS

POLITICAL DONATION DECLARATION

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

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

SIGNED

M. Zaccaro

NAME

M. ZACCARO

DATE

28.10.15

ADDRESS

113 Waratah ST Haberfield 2045

POSTCODE

EMAIL

PLEASE PRINT CLEARLY

48/11/15
3438

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

Submission: WestConnex M4 East EIS (SSI 6307)

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

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SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY



LEO SULLIVAN

28th Oct 2015

104 WARATAH STREET

HABERFIELD

NSW, 2

POSTCODE 2045

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

4845
3439

Submission: WestConnex M4 East EIS (SSI 6307)

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

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ADDITIONAL COMMENTS

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DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

POSTCODE

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

4846
3440
Date: 29-10-2015

WESTCONNEX PROJECT

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

- I object to the lodging of this EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to AECOM being paid millions to do an EIS for a project it which it already has a large commercial stake.
- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. Any purported travel time savings are insufficient to justify the huge social and economic toll on communities.
- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were not consulted for the economic impact study. The losses of small business beyond the immediate project area have been ignored.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing."
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in and near the project area.

Yours sincerely,



Name:

PHILLIP O'CONNELL

Address:

106 WARATAH ST
HABERFIELD 2045

Phone (Opt):

Email:

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

4842
3441

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

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

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

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

DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

Paul O'Connell
PAUL O'CONNELL

28-10-2015

106 WARATAH ST

HABERFIELD

POSTCODE 2045

PLEASE PRINT CLEARLY

4848
3442

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

Submission: EIS WESTCONNEX PROJECT

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

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

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

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

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

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

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

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

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

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

4848
3442

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

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

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

Yours Sincerely,



Date 29-10-15

11 Waratah Street
Haberfield 2045
NSW.

4842
3443



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

Date: 29 Oct. 2015

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

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

Yours sincerely

Name: IAN FERRIE Address: 53 EGAN ST., NEWTOWN 2042

Phone (Opt): _____ Email: ferrie@bigpond.com

4830
3444

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

Date: 29/10 2015

Re – WESTCONNEX PROJECT

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

- I object to the lodging of the EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given.
- I object to hundreds of people being forced from their homes and businesses through the compulsory acquisition of over 290 properties. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the wholesale destruction of heritage properties in Ashfield and Haberfield, especially as the latter is a conservation area of national and international significance.
- I object to the impact the years of 24-hour construction work (tunnelling and truck movements) will have on communities. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities..{and} sleep patterns with consequent impacts on health and wellbeing." Ashfield Mayor Lucille McKenna stated at a public meeting in September that Wattle St Haberfield alone would be subject to 600 truck movements a day and that "this is not acceptable." I agree.
- I object to the traffic impacts the M4 East tunnel will have on our local area. The government's own figures for the first stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Rd, the M2 and Victoria Road. Research shows that freeways may only provide temporary relief from traffic congestion. The evidence is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or far worse when (if) the project is completed.
- I object to the increase in pollution that will result from induced traffic generated by the M4 East tunnel and the lack of filtration of the tunnel and ventilation stacks. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in the area
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements.

Yours sincerely

Name: Peter Bryant Address: 27 Merton Street, Rozelle 2039
Phone: (02) 9810 6015 Email: peterbryant6@bigpond.com

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

October 31, 2015

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Yours sincerely

Name:

Levan Marlowe

Address:

11 Egan St, Newtown

Phone (Opt):

Email:

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Name:

Charlotte Hamilton

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Phone (Opt): _____ Email: darkstorm88@hotmail.com

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Name: KAREN TOK Address:

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Phone (Opt): 0415187614 Email:

Ktok@inet.net.au

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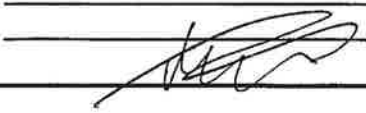
Kate Malcolm
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 kate.malcolm@yahoo.co.uk

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Yours sincerely

Name: Nick Andersen Address: 72/55 Missenden Rd. Newnes
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Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
Re - WESTCONNEX PROJECT

October 31, 2015

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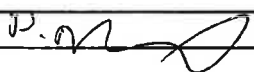
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Name: Patrick Ribeiro Address: 1 Constellation St Croydon
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Phone (Opt): — Email: andjelina.93@hotmail.com.

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I would add I am very unhappy about allowing unfiltred exhaust stacks over in park/open space areas

Yours sincerely

Name: Anne Picot Address: 57 Hutchinson St, St Peters
 Phone (Opt): 9516 2409 Email: a.picot@gmail.com

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Phone (Opt): _____ Email: surat.srj@gmail.com

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Name: RENALDO

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Email: renaldob@bigpond.com

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Phone (Opt):

Email:

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JANET MULLAR

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- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: SIOBHAN MOONEY Address: 514 WILSON ST. DARLINGTON 2008
Phone (Opt): _____ Email: SIOBHANKENTON@GMAIL.COM

Date: 18/10/ 2015

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

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

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

Yours sincerely

Name: SPARKY TURNER Address: 5/21-23 CUMMINGS ST ASHFIELD

Phone (Opt): 0649264602 Email: SPARKY@57CUMMINGSST.ASHFELD.COM

3469

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

Date: 18/10 2015

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Yours sincerely

Name: PAUL KELLY

Address: 57 NAT ST W HARRISVILLE

Phone (Opt): 0

Email: paul.kelly.jcaron@gmail.com

3470

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

Date: 18/10/ 2015

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

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

Name: Andrew Crouch Address: 10 HORDERN ST, NEWTOWN NSW

Phone (Opt): _____ Email: a.crouch0@gmail.com

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

Date: 30/10 2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
- I object to hundreds of owners and tenants are being forced from their homes and businesses as a result of compulsory acquisitions. Residents report that rather than being supported, as the EIS states, they are being bullied out of their homes at below market prices. This is disrupting communities and causing people to suffer extreme stress and depression, all for a 'solution' that will not work.
- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and loss of vegetation.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
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Yours sincerely

Name: Brodie Pyke

Address: 3-14/16 Hamlyn street, Enmore

Phone (Opt): _____

Email: brodiepyke@hotmail.com

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

Date: 30/10 2015

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

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Yours sincerely

Name: NIGEL BAREFOOT Address: 1/31 Church St BALMAIN

Phone (Opt): _____ Email: Barefootdawnunder@net.net.au

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

October 31, 2015

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

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
- I object to the significant loss of heritage, vegetation and open space and reject this EIS, which treats these as collateral damage.
- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
- Premier Baird has defended the WestConnex project on the ABC recently as providing 'for the majority'. In fact the opposite is true. The M4 tunnels will reach capacity by 2031 while Sydney continues to drown in traffic. Small time savings will soon disappear; commuters will be burdened with traffic jams, tolls, social costs, and the health risks associated with car dependency; traffic congestion in the entire Inner West grow.
- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: Ben Wright Address: 606/138 Walker St North Syd
Phone (Opt): 0412368967 Email:  ben.wright1016@me.com

October 31, 2015

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

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Yours sincerely

Name: Rhea Harding Address: 32 Barton Ave Haberfield n.s.w.
 Phone (Opt): _____ Email: rhea_harding@hotmail.com

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

October 31, 2015

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Yours sincerely

Name: KERRY MAY Address: 32 WATERHAVEN AVE
Phone (Opt): 0716720963 Email: kerry.may.sydney@BERRARA.
gmail.com.

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

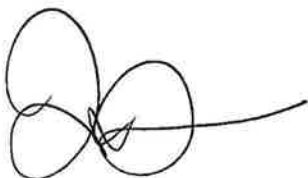
October 31, 2015

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Yours sincerely

Name: Luise Frankham Address: 11a Hawker St. Newtown
Phone (Opt): 0281550656 Email: luise.frankham@iinet.net.au



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

Date: 28/10 2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
- I object to hundreds of owners and tenants are being forced from their homes and businesses as a result of compulsory acquisitions. Residents report that rather than being supported, as the EIS states, they are being bullied out of their homes at below market prices. This is disrupting communities and causing people to suffer extreme stress and depression, all for a 'solution' that will not work.
- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and vegetation, a topic that is inadequately dealt with in the EIS.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
- I object to toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near tunnel exits will be worse. Traffic pollution is linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, childcare and aged care facilities near the project route.



Yours sincerely

Name: Leah Gressel Address: 20B, 2 Cardigan Lane Camperdown
 Phone (Opt): 0466 652631 Email: lgresse1@sc^{sent}mail.com

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

Date: 18/10 2015

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

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- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
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Yours sincerely

Name:

Nicholas Stathos

Address:

4 Singleton St Carlwood

stathos@hotmail.com

Phone (Opt):

0431056844

Email:

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

Date: 18/10 2015

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

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Yours sincerely
 Name: M

Address: 8/277 Long St Rd Granville

Phone (Opt): _____

Email: germainy@prol.com

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

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Yours sincerely,
 Name: Kate Dator

Address: 202 Illawarra Rd.

Phone (Opt): _____

Email: Kate.dator@yahoo.com.au

BAB
3481

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

Date: 18/10/2015

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Yours sincerely

Name: Emmanuelle Pnneas Address: 53 Clareville Ave, 2219

Phone (Opt): 0450223721 Email: emma.pnneas@yahoo.com.au

3482

Secretary

Date: 18/10 2015

DP&E Project No. SSI 6307

NSW Dept. of Planning & Environment

GPO Box 39, SYDNEY NSW 2001

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Yours sincerely

Name: Michael Fairweather Address: 338 Victoria Rd MarrickvillePhone (Opt): _____ Email: artburger@yahoo.com

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

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Yours sincerely

Name: Lisa Rainy

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lisa.am82@yahoo.com

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

Date: 18 Oct. 2015

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Yours sincerely

Name:

Bruce Miller

Address:

55 King St Newham

Phone (Opt):

Email:

bmiller@iprimus.com.au

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
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Yours sincerely
 Name:

Tony KIELY

Address:

1354 Warrell Rd Dulwich Hill

Phone (Opt):

Email:

TKIELY73@HOTMAIL.COM

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 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
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Yours sincerely

Name: Rod McFarland Address: 17/2 Pearson st Balmain East

Phone (Opt): 0420 838770 Email: mcfarlandrod@yahoo.com.au

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

Date: 18/10/2015

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Yours sincerely

Name: Stephen Doyle

Address: 14/53 BARNES PARK RD ST PETERS

Phone (Opt): 0414378182

Email: stephendoyle15@hotmail.com

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

October 31, 2015

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

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
- I object to the significant loss of heritage, vegetation and open space and reject this EIS, which treats these as collateral damage.
- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
- Premier Baird has defended the WestConnex project on the ABC recently as providing 'for the majority'. In fact the opposite is true. The M4 tunnels will reach capacity by 2031 while Sydney continues to drown in traffic. Small time savings will soon disappear; commuters will be burdened with traffic jams, tolls, social costs, and the health risks associated with car dependency; traffic congestion in the entire Inner West grow.
- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: J. Leim Address: #17 Wackerley manor
 Phone (Opt): 0404211032 Email: _____

3489

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
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- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
- I object to the significant loss of heritage, vegetation and open space and reject this EIS, which treats these as collateral damage.
- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
- Premier Baird has defended the WestConnex project on the ABC recently as providing 'for the majority'. In fact the opposite is true. The M4 tunnels will reach capacity by 2031 while Sydney continues to drown in traffic. Small time savings will soon disappear; commuters will be burdened with traffic jams, tolls, social costs, and the health risks associated with car dependency; traffic congestion in the entire Inner West grow.
- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: MARICE CUNNINGTON Address: 61 FRAMPTON AVE
 Phone (Opt): _____ Email: CUNNINGVOX@GMAIL.COM

3490

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

October 31, 2015

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

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
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- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely 

Name:

Julianne Connor

Address:

2/32 Albion St Hornsby

Phone (Opt):

Email:

3491

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

October 31, 2015

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

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- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: James Bagley Address: Church St Newtown
Phone (Opt): _____ Email: bagley.james@gmail.com

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

October 31, 2015

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

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- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: NYRIANAN HUIAN Address: 34 CABLES LANE BRIMINGTON 2115
 Phone (Opt): _____ Email: andy-hui@ yahoo.com

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

Date: 27/10 2015

3493

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on toll roads that will further encourage car dependency, especially in the Western suburbs of Sydney where public transport has been neglected for so long. The EIS analysis of alternatives is superficial, dismissive and blatantly favours the toll road option.
- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
- I object to hundreds of owners and tenants are being forced from their homes and businesses as a result of compulsory acquisitions. Residents report that rather than being supported, as the EIS states, they are being bullied out of their homes at below market prices. This is disrupting communities and causing people to suffer extreme stress and depression, all for a 'solution' that will not work.
- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and vegetation, a topic that is inadequately dealt with in the EIS.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
- I object to toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near tunnel exits will be worse. Traffic pollution is linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, childcare and aged care facilities near the project route.

Yours sincerely
Name: Jeremy Lindeek Address: 23/362 Mitchell Rd, Alexandria
Phone (Opt): _____ Email: jlindeek@hotmail.com

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

Date: 29/11 2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
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Yours sincerely
 Name: Wendy Padden Address: 6/23 JEFFREY ST, CAMTHERLEY
 Phone (Opt): 0418 971 854 Email: wpadden@yahoo.com.au

3495

Secretary

Date: 30/11 2015

DP&E Project No. SSI 6307

NSW Dept. of Planning & Environment

GPO Box 39, SYDNEY NSW 2001

Re - WESTCONNEX PROJECT

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
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- I object to toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near tunnel exits will be worse. Traffic pollution is linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, childcare and aged care facilities near the project route.

Name:

John Berry

Address:

4 Currawang St
Cammeray 2062

Yours sincerely

Phone (Opt):

Email:

3496

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

Date: 18/10 2015

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

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

Yours sincerely

Name: Elisha Benbow Address: 2/59 Tebbutt Street Leichhardt

Phone (Opt): 0403520436 Email: elishabenbow@yahoo.com.au

3497

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

Date: 18th/10/2015

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

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Yours sincerely

Name: Catherine Thompson Address: 1 Connecticut Ave Five Docks 246

Phone (Opt): _____

Email: cel12855@hotmail.com

3498

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

Date: 18/10/2015

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Yours sincerely
 Name: _____

Address: _____

Phone (Opt): _____

Email: _____

17 SUMNER ST HARRISBURG

terry@archology.com.au

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

Date: 18/10/ 2015

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Yours sincerely

Name: M. OLIVER

Address: 13 FLORENCE ST, ST PETERS

Phone (Opt): _____

Email: margoli2000@yahoo.com.au

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

Date: 18/10. 2015

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

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

Yours sincerely

Name: Lauren Lee

Address: 9/26 Chester St Parramatta 2049

Phone (Opt): 0401500652

Email: lleee4253@yahoo.com.au

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

Date: 18th October 2015

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

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

Yours sincerely

Name:

Jazmin Doyle

Address:

22 ELSIE ST EARLWOOD NSW, 2206

Phone (Opt):

Email:

jazdoyle@yahoo.com.au

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

Date: 18/10 2015

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

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
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- I object to the impacts on local business owners who were not consulted for the M4 EIS.
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Yours sincerely

Name: Chanel Buzes

Address: 81 The Boulevard

Phone (Opt): _____

Email: chanelmonique@live.com

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

Date: 18/10. 2015

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

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- I object to the impacts on local business owners who were not consulted for the M4 EIS.
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Yours sincerely

Name: Lauren Lee

Address: 9/26 Chester St Parramatta 2049

Phone (Opt): 0401500652

Email: lleee4253@yahoo.com.au

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

Date: 18/10/ 2015

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

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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- I object to the impacts on local business owners who were not consulted for the M4 EIS.
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Yours sincerely

Name: M. OLIVER

Address: 13 FLORENCE ST, ST PETERS

Phone (Opt): _____

Email: margoli2000@yahoo.com.au

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

Date: 1/11 2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on toll roads that will further encourage car dependency, especially in the Western suburbs of Sydney where public transport has been neglected for so long. The EIS analysis of alternatives is superficial, dismissive and blatantly favours the toll road option.
- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
- I object to hundreds of owners and tenants are being forced from their homes and businesses as a result of compulsory acquisitions. Residents report that rather than being supported, as the EIS states, they are being bullied out of their homes at below market prices. This is disrupting communities and causing people to suffer extreme stress and depression, all for a 'solution' that will not work.
- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and vegetation, a topic that is inadequately dealt with in the EIS.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
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Yours sincerely

Name: Danielle Stevens

Address: 2/337A GARDENERS RD
ROSEBERM 2018

Phone (Opt): _____

Email: DANNIEUE.STEVENS@GMAIL.COM

Date: 31/10 2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
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- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
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Yours sincerely

Name: James Cameron

Address:

Phone (Opt):

Email:

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

Date: 31/10 2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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 Name: Nickolas Vakas Address: 10 Amy St Erskineville
 Phone (Opt): _____ Email: _____

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

Date: 29/11 2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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 Name: Angie Wilkinson Address: _____ Yours sincerely

Phone (Opt): _____ Email: angie_wilkie@yahoo .co.
 nz

3507

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

Date: 3/10 2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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Yours sincerely

Name: Zeynep BelchAddress: 79 Edinburgh Rd Marrickville

Phone (Opt): _____

Email: _____

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

Date: 31/10/2015 3508

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
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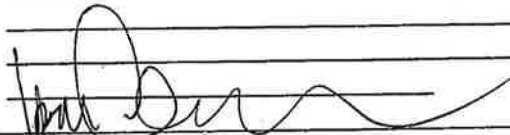
Yours sincerely
Name: JENI MULVEY Address: 4 Gibbs St
Phone (Opt): Email: jmulvey@iprnews.com.au

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

Date: 31/10 2015

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

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- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on toll roads that will further encourage car dependency, especially in the Western suburbs of Sydney where public transport has been neglected for so long. The EIS analysis of alternatives is superficial, dismissive and blatantly favours the toll road option.
- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
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- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and vegetation, a topic that is inadequately dealt with in the EIS.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
- I object to toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near tunnel exits will be worse. Traffic pollution is linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, childcare and aged care facilities near the project route.


 Yours sincerely
 Name: BEN BARAGIOLA Address: 10/12 Emme Rd NSW 2042
 Phone (Opt): _____ Email: _____

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

Date: 11/11 2015

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

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Yours sincerely

Name: Dafne Koutamawis Address: Wandara St

Phone (Opt): _____ Email: dafne.koutamawis@gmail.com

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

Date: 11/11 2015

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J. Wilder

Yours sincerely

Name: JAMIE WILDER Address: 57/1 CRANSTONE ST NEWTOWN

Phone (Opt): 0431 036 044 Email: WILDER.JAMIE@GMAIL.COM

3512

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

Date: 27/10 2015

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

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Yours sincerely


 Name: Chloe Address: 16 Salisbury rd camperdown
 Phone (Opt): _____ Email: chicagothe musical rocks@gmail.com

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

October 31, 2015

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

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
- I object to the significant loss of heritage, vegetation and open space and reject this EIS, which treats these as collateral damage.
- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
- Premier Baird has defended the WestConnex project on the ABC recently as providing 'for the majority'. In fact the opposite is true. The M4 tunnels will reach capacity by 2031 while Sydney continues to drown in traffic. Small time savings will soon disappear; commuters will be burdened with traffic jams, tolls, social costs, and the health risks associated with car dependency; traffic congestion in the entire Inner West grow.
- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: Beth Roberts Address: 4/24 Simmons & Moore
Phone (Opt): _____ Email: _____

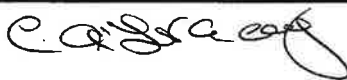
October 31, 2015

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Name: Coleen Tracey Address: 70/20 Fitzgerald St Newtown
Phone (Opt): _____ Email: coleen_tracey@bigpond.com

October 31, 2015

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DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
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Yours sincerely

Name: JAY NOVAK

Address:

225 WILSON ST NEWTOWN

Phone (Opt):

Email: jaynovak@internode.on.net

October 31, 2015

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
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Name: A - CUE RAO Address: 64 Shaptesbury Rd Burwood
Phone (Opt): 0434 529 521 Email: _____

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

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Yours sincerely

Name: Ben Fumazov Address: 7 PENROSE AVE PRESTON
 Phone (Opt): _____ Email: _____

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

BN

Date: 31/10 2015

3518

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Yours sincerely

Name: Mike Butler Address: Mike.Butler@ihug.com.au
Phone (Opt): _____ Email: 197 Wilson St, Newtown

3519

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

Date: 30/10 2015

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

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Yours sincerely

Name: Sam Westguth Address: 25/11 Alexandra rd Cribbe

Phone (Opt): 015 560950 Email: _____

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
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Re - WESTCONNEX PROJECT

3520
Date: 31/10/ 2015

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- I object to \$15.4 billion being spent on toll roads that will further encourage car dependency, especially in the Western suburbs of Sydney where public transport has been neglected for so long. The EIS analysis of alternatives is superficial, dismissive and blatantly favours the toll road option.
- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
- I object to hundreds of owners and tenants are being forced from their homes and businesses as a result of compulsory acquisitions. Residents report that rather than being supported, as the EIS states, they are being bullied out of their homes at below market prices. This is disrupting communities and causing people to suffer extreme stress and depression, all for a 'solution' that will not work.
- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and loss of vegetation.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
- I object to toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near tunnel exits will be worse. Traffic pollution is linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, childcare and aged care facilities near the project route.

Name:

D. Miller

Address:

PO Box 78

Yours sincerely,

Glebe 2037

Phone (Opt):

Email:

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

Date: 31/10 2015

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

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Yours sincerely

Name: Jorge Barrales Address: 21 Bellevue St, Arncliffe
 Phone (Opt): 0449904147 Email: _____

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

Date: 31/10 2015

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Yours sincerely

Name: David Montgomery Address: 28 O'Connell St Newtown

Phone (Opt): 0413 201 799 Email: davidjohnmontgomery@hotmail.com

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

October 31, 2015

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- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
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- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
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- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
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- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: Yaguchi Daisuke Address: furibans@hotmail.com
 Phone (Opt): _____ Email: 148 Elizabeth St, Sydney NSW

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
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Re - WESTCONNEX PROJECT

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Name: Freya Coates

Address: 60 Palace St, Petersham

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Email: freya.coates@hotmail.com

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Name: Tully Firbank Address: 106 Rochford St, Erskineville
Phone (Opt): _____ Email: tullyfirbank@hotmail.com

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Yours sincerely

Name: Penebpe Bowen Address: 141 Illawarra Rd Marrickville
 Phone (Opt): 0404030919 Email: pennybowen56@gmail.com NSW 2204

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

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Yours sincerely

Name:

Sine Healy

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34 Morrissey Road

Phone (Opt):

048789487

Email:

purplehat1981@gmail.com

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

Date: 18/10/15 2015

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

Yours sincerely

Name: MARK FERRY

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ferry68@gmail.com

Secretary

DP&E Project No. SSI 6307

NSW Dept. of Planning & Environment

GPO Box 39, SYDNEY NSW 2001

Re - WESTCONNEX PROJECT

Date: 17/10 2015

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Yours sincerely,

Name:

Dr. David

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16/83 Horner St Enfield

Phone (Opt):

Email:

balchung79@gmail.com

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

Date: 18/10 2015

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Yours sincerely
 Name:

Adam Bursell

Address:

128 Princess Hwy St P

Phone (Opt):

Email:

sl0thorn@gmail.com

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

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

Yours sincerely

Name: R. Barrington

Address: 1501/93 Macdonald St, Eckenville 2043.

Phone (Opt): 0449095016

Email: robbybarrington@gmail.com.

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

Date: 18/10/2015

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

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

Yours sincerely

Name:

David Thompson

Address:

1 Connetant Ave Firz Dock

Phone (Opt):

Email:

kneestothewind@hotmail.com

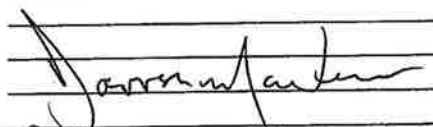
3533

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

Date: 31 10 2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on toll roads that will further encourage car dependency, especially in the Western suburbs of Sydney where public transport has been neglected for so long. The EIS analysis of alternatives is superficial, dismissive and blatantly favours the toll road option.
- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
- I object to hundreds of owners and tenants are being forced from their homes and businesses as a result of compulsory acquisitions. Residents report that rather than being supported, as the EIS states, they are being bullied out of their homes at below market prices. This is disrupting communities and causing people to suffer extreme stress and depression, all for a 'solution' that will not work.
- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and loss of vegetation.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
- I object to toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near tunnel exits will be worse. Traffic pollution is linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, childcare and aged care facilities near the project route.



Yours sincerely

Name: DARREN MCKENNA Address: 256-270 LAWRENCE ST. NSW 2015

Phone (Opt): _____ Email: _____

3534

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

Date: 31/10 2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
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Name: Kim Jackson

Address: 77B-12 Kent St Newtown

Phone (Opt): 0419 467 183

Email: _____

Yours sincerely

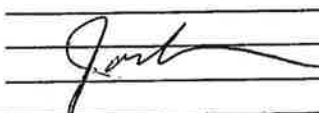
3535

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

Date: 31/10 2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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Yours sincerely

Name: JON GREEN Address: 153 ROCKFORD ST., ERSKINEVILLE

Phone (Opt): 0435 785 018 Email: jonatgreen@gmail.com

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

Date: 21/10 2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
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Yours sincerely

Name: B. Stead Address: 5 Tyrrell St Rockdale

Phone (Opt): _____ Email: _____

Date: 31.10 2015

3537

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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Yours sincerely

Name: S. Hester Address: Leicester St. Marlborough.

Phone (Opt): _____ Email: _____

October 31, 2015

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

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

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
- I object to the significant loss of heritage, vegetation and open space and reject this EIS, which treats these as collateral damage.
- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
- Premier Baird has defended the WestConnex project on the ABC recently as providing 'for the majority'. In fact the opposite is true. The M4 tunnels will reach capacity by 2031 while Sydney continues to drown in traffic. Small time savings will soon disappear; commuters will be burdened with traffic jams, tolls, social costs, and the health risks associated with car dependency; traffic congestion in the entire Inner West grow.
- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

B. F. Speed

Yours sincerely

Name: B. SPEED Address: 2 DEVINE ST, ERMINEVILLE
 Phone (Opt): 9557 2752 Email: beverleyspeed@bigpond.com

3539

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

October 31, 2015

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

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
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- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: Paul Savage Address: 3/43 Ross St Camperdown
 Phone (Opt): _____ Email: psavage@consultant.com

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

October 31, 2015

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

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- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: SHANE LUNDREGAN

Address: 37 MARY ST ST PETERS 2044

Phone (Opt): _____

Email: shane-lundregan@hotmail.com

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

October 31, 2015

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- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: Catherine Balher Address: 8 Fotheringham Lane Marickville
 Phone (Opt): 0425299113 Email: catherine.balher@jabbo.com

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

October 31, 2015

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- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
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- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
- I object to the significant loss of heritage, vegetation and open space and reject this EIS, which treats these as collateral damage.
- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
- Premier Baird has defended the WestConnex project on the ABC recently as providing 'for the majority'. In fact the opposite is true. The M4 tunnels will reach capacity by 2031 while Sydney continues to drown in traffic. Small time savings will soon disappear; commuters will be burdened with traffic jams, tolls, social costs, and the health risks associated with car dependency; traffic congestion in the entire Inner West grow.
- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: AIZA HAKIK Address: MARRICKVILLE
Phone (Opt): _____ Email: aiza.hakik@live.com.au

3543

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

October 31, 2015

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

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
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- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: Emily Mayo Address: 77 GOWRIE ST NEWTOWN
 Phone (Opt): _____ Email: msemilymayo@gmail.com

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

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

October 31, 2015

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- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name:  Address: P.O. Box 105 Dulwich Hill NSW 2203
 Phone (Opt): _____ Email: gabrielle-mckechnie@man.com

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

October 31, 2015

3456

3546

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

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
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- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
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- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.
- I am concerned about the unfiltered exhaust stacks.

Yours sincerely

Name: ANDREW TAN

Address: 8/16 WEBBS AVE, ASHFIELD 2131

Phone (Opt): _____ Email: andrewtan@hotmail.com

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

Date: 29-10- 2015

WESTCONNEX PROJECT

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

- I object to the lodging of this EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to AECOM being paid millions to do an EIS for a project it which it already has a large commercial stake.
- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. Any purported travel time savings are insufficient to justify the huge social and economic toll on communities.
- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were not consulted for the economic impact study. The losses of small business beyond the immediate project area have been ignored.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing."
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in and near the project area.

Yours sincerely,



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

Date: 28-10 - 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name: NICOLÒ ZACCARO

Address: 113 WARATAH ST HABERFIELD 2045

Phone (Opt):

Email:

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

Date: 28.10 2015

WESTCONNEX PROJECT

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Yours sincerely,

M. Zaccheo

Name: M. ZACCHEO

Address:

113 Waratah St Haberfield 2045

Phone (Opt): 97166843 Email:

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

Date: 28/12/2015

WESTCONNEX PROJECT

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

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Yours sincerely,

Name: LEOSULLIVAN

Address: 104 WARATAH STREET
 HABERFIELD

Phone (Opt):

Email:

leosull@yahoo.com

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

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

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

ADDITIONAL COMMENTS

POLITICAL DONATION DECLARATION

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

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

DETAILS

SIGNED

NAME

YHANNI ANTAS

DATE

26/10/15

ADDRESS

27 ALFRED ST. RAZULU

POSTCODE 2039

EMAIL

PLEASE PRINT CLEARLY

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

Submission: WestConnex M4 East EIS (SSI 6307)

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(tick box):

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

DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

POSTCODE

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

Date: 20/10 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name:

Address:

Phone (Opt):

Email:

Suzanne Blackmore
 Suzanne Blackmore
 6 Sunnyside Ave
 Lilyfield 2040

suz.blackmore@gmail.com

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

Date: 27/10/2015

WESTCONNEX PROJECT

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- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
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- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. Any purported travel time savings are insufficient to justify the huge social and economic toll on communities.
- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were not consulted for the economic impact study. The losses of small business beyond the immediate project area have been ignored.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing."
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in and near the project area.

Yours sincerely,

Name: Doris Schnyder
 Address: 32 Lamrock Ave
 BONDI BEACH NSW 2026

Phone (Opt): Email: [Signature]
 26/10/2015

Date: 20/10/2015

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

WESTCONNEX PROJECT

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

- I object to the lodging of this EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to AECOM being paid millions to do an EIS for a project it which it already has a large commercial stake.
- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
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Yours sincerely,

Name: Peter Butt

Address: 29 Justin St
 Lilyfield

Phone (Opt):

Email: bwfilms@exemail.com.au

P Butt

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

Submission: WestConnex M4 East EIS (SSI 6307)

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

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

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

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

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

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

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

ADDITIONAL COMMENTS

POLITICAL DONATION DECLARATION

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

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

DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

POSTCODE

PLEASE PRINT CLEARLY

[Signature]
 RUSSEN SPARKS

26/10/2015

57-69 Brooklyn Rd Brooklyn

rspark54@bypond.com

2088

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

October 31, 2015

3557

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- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
- I object to the significant loss of heritage, vegetation and open space and reject this EIS, which treats these as collateral damage.
- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
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- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: P. Peaser Address: 8 Evans St, Wlg
Phone (Opt): _____ Email: _____

Secretary
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NSW Dept. of Planning & Environment
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October 31, 2015

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Yours sincerely

Neil GRANGER NEWTONS
Name: Neil GRANGER Address: neilgranger 47@gmail.com
Phone (Opt): _____ Email: 

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
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October 31, 2015

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Yours sincerely

Name: Lucy Watchirs Smith Address: 21-27 Tupper St Enmore
Phone (Opt): 0431894348 Email: lucywatchirssmith@gmail.com

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

October 31, 2015

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Yours sincerely

Name:

Address:

Phone (Opt):

Email:

Secretary
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NSW Dept. of Planning & Environment
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Re – WESTCONNEX PROJECT

October 31, 2015

3461

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Yours sincerely

Name: Helen Dziedric Address: 10 Ferndale St Newtown
Phone (Opt): _____ Email: helen.dziedric@gmail.com

October 31, 2015

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

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Yours sincerely

Name: DANIEL MEEHAN Address: 34 ILLINGWORTH RD YELLOW ROCK
Phone (Opt): 0416 253 210 Email: dmdannym3@gmail.com 2777

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
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October 31, 2015

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Yours sincerely

Name: Suzanne Luburic Address: 29 Pine St Newtown
Phone (Opt): _____ Email: suzanne.luburic@gmail.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
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Yours sincerely

Name: Peter Richard Newall Address: 75 FOWAN AVE Willoughby
Phone (Opt): _____ Email: highway.chile@hotmail.com

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- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely


Name: SUSAN WELLS Address: 2 MARGARET STREET, NEWTOWN
Phone (Opt): — Email: swellgal@tpg.com.au

October 31, 2015

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

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

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
- I object to the significant loss of heritage, vegetation and open space and reject this EIS, which treats these as collateral damage.
- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
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- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: Georgia McRae Address: 102 Station St, Newtown 2042
Phone (Opt): _____ Email: giorgiamcrae@gmail.com

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

Date: 1/11/2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on toll roads that will further encourage car dependency, especially in the Western suburbs of Sydney where public transport has been neglected for so long. The EIS analysis of alternatives is superficial, dismissive and blatantly favours the toll road option.
- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
- I object to hundreds of owners and tenants are being forced from their homes and businesses as a result of compulsory acquisitions. Residents report that rather than being supported, as the EIS states, they are being bullied out of their homes at below market prices. This is disrupting communities and causing people to suffer extreme stress and depression, all for a 'solution' that will not work.
- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and vegetation, a topic that is inadequately dealt with in the EIS.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
- I object to toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near tunnel exits will be worse. Traffic pollution is linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, childcare and aged care facilities near the project route.

Yours sincerely

Name: Amanda Whitbread Address: 101/10 Fitzgerald St Newtown
 Phone (Opt): _____ Email: amandawhitbread@yahoo.com.au

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

Date: 31.10. 2015

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

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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Yours sincerely

Name: Jessica Gibbs

Address: 28 Copeland St, Erskineville.

Phone (Opt): _____

Email: _____

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

Date: 31.10. 2015

WESTCONNEX PROJECT

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- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
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- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
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-
-

Yours sincerely

Name: Riley Rolleston

Address: 4 82a Station St Newtown.

Phone (Opt): _____

Email: riley.rolleston@gmail.com

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

October 31, 2015

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

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- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: Peter Kaplin Address: 1/208 Church St Newtown
Phone (Opt): 0425391164 Email: Kaplinpeter@yahoo.com.au

October 31, 2015

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

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Julie Regan

Yours sincerely

Name: Julie Regan Address: 92 HORDBERN ST, NEWTOWN 2042
 Phone (Opt): 0419 693 087 Email: _____

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

October 31, 2015

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

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Yours sincerely

Name: Josh Bates Address: 5/61 Trafalgar St Stanmore
Phone (Opt): _____ Email: josh@thejoshy.com.

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

Date: 25/10 2015

3573

WESTCONNEX PROJECT

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

- I object to the lodging of this EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to AECOM being paid millions to do an EIS for a project it which it already has a large commercial stake.
- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. Any purported travel time savings are insufficient to justify the huge social and economic toll on communities.
- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were not consulted for the economic impact study. The losses of small business beyond the immediate project area have been ignored.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing."
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in and near the project area.

Yours sincerely,

Name:

Sunny Suzuki

Address:

1/327 Parramatta Road, Leichhardt

Phone (Opt):

Email:

sunnigirl@gmail.com

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

October 31, 2015

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

- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- I object to AECOM, a company listed on the New York stock exchange, being paid millions to produce the EIS when it has recently paid more than \$250 million to settle a case for negligent traffic modelling on a Brisbane tollway project.
- AECOM has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflict of interests, it is hard to think of a company that would be a less appropriate choice to do the WestConnex EIS.
- Premier Mike Baird vigorously promotes Stages 1, 2 and 3 of the WestConnex, none of which has been given planning approval. No wonder members of the public think WestConnex a 'done deal' or that 'the fix' is in.
- The WestConnex project was imposed on other strategic transport plans that would have allowed for more investment in public transport. By allowing vested interests to take control of transport planning, the NSW government has shown contempt for democratic processes and the public, which will carry the financial risk for the project for decades.
- Premier Baird has defended the WestConnex project on the ABC recently as providing 'for the majority'. In fact the opposite is true. The M4 tunnels will reach capacity by 2031 while Sydney continues to drown in traffic. Millions of citizens who live in Sydney's western suburbs will continue to be deprived of public transport options. Small time savings will disappear over time; commuters will be burdened with tolls, social costs, and the health risks associated with car dependency; and traffic congestion will grow.
- I object to the failure of the EIS to seriously consider other alternatives and/or a combination of alternatives such as demand management, public transport and urban decentralisation.
- The EIS fails to consider options for a cleaner, more efficient freight transport system.
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The entire EIS should be rejected and independently reviewed.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing, heritage and biodiversity and toxic pollution that will result from this project.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- There is no mention or analysis of driver fatigue in what is proposed as the longest urban traffic tunnel system in the world.
- There is no mention of analysis of in-tunnel pollution on vehicle drivers + motor bike riders
- I have not donated more than \$1,000.00 to any political party.

Yours sincerely

Name: Mr John Gillies Address: 10 Lamond St, Cunnarong, 2540
 Phone (Opt): _____ Email: john.gillies@unsw.edu.au

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

3575
Date: 25/10 2015

WESTCONNEX PROJECT

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

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- I object to AECOM being paid millions to do an EIS for a project it which it already has a large commercial stake.
- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
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- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
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Yours sincerely,

Name: Angela Dunnett

Address: 72 Young St
Annandale 2038

Phone (Opt):
0405184527

Email: angela-dunnett@yahoo.com.au

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

Date: 25/10/2015

WESTCONNEX PROJECT

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Yours sincerely,

Name: Jessica Kavanagh
 Address: 22 Seem St Petersham

Phone (Opt): Email: jessbrown25@petsham.nsw.gov.au

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

Date: 25-10-15 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name:

Mark Jankovic

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Phone (Opt):

Email:

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

3578
Date: 25/10/ 2015

WESTCONNEX PROJECT

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Yours sincerely,

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Charles Jago

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Phone (Opt):

Email:

0403 902 613.

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

Date: 25/10 2015 3579
Chad

WESTCONNEX PROJECT

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Yours sincerely,

Name: *Mem Boughtwood*

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LEICHHARDT

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

Date: 25/10/2015

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Yours sincerely,

Name: Amy Gilfeather

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Email: amygilfeather@gmail.com

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

Date: 25 October 2015

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Name: ✓, Surridge

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Leichhardt NSW 2040

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Email: scurge@ihug.com.au

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

3582
Date: 25/10/ 2015

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Yours sincerely,

Name: Harriet Futcroft

Address: 191 St Johns Rd
Forest Lodge 2037

Phone (Opt):

Email:

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

3583
Date: 25/10 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name:

KIM PRICE

Address:

376 NORTON ST.
LILYFIELD

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Date: 25th Oct. 2015

3584

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

WESTCONNEX PROJECT

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Yours sincerely,

Name: *Patricia Quay*

Address: *4/35 Mary St
Lilyfield NSW 2040*

Phone (Opt):

Email:

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

3585

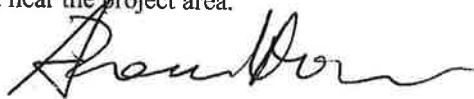
Date: 25 Oct 2015

WESTCONNEX PROJECT

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Yours sincerely,



Name: ANDREA ZAVATTINI

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Phone (Opt):

Email:

Date: 25 OCT 2015

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

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Yours sincerely,

Name: DIANE FLORENCE

Address: 2/73 Marlborough Street
 Leichhardt

Phone (Opt):

Email: florence.diane@gmail.com

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

Date: 25 Oct 2015

WESTCONNEX PROJECT

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Yours sincerely,

C. Aquilina

Name: **CARMELLO AQUILINA**

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 Leichhardt
 NSW 2040**

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 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001

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Yours sincerely,

Name:

M. M. Bowman
 MADELEINE BOWMAN

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 LEICHHARDT, NSW 2040

Phone (Opt):

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 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001

Date: 25 - 10 2015

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Yours sincerely,



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3590
Date: 25/10 2015

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Yours sincerely,

Name:

Christine Wright

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Leichhardt 2040.

Phone (Opt):

Email:



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

3591
Date: 25/10 2015

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Yours sincerely,

A. Garland

Name:

Anita Garland

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Phone (Opt):

0415657338

Email:

Agarland@9.mail.com.

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

Date: 25 Oct 2015

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Yours sincerely,

Name: MARINO PARISON.

Address: 194 Hawthorne Parade Haberfield. 2045.

Phone (Opt): 0407107210 . Email:

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

Date: 25 Oct 2015

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Yours sincerely,

Name: Cathy Parisi
 Address: 194 Hawthorne Pde Haberfield NSW 2048

Phone (Opt):

Email:

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

3594
Date: 25/10/2015

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Yours sincerely,

Name: LISA CALLA

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

3595
Date: 25th Oct 2015

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Yours sincerely,

Name: J. FREER

Address: 49 DAY STREET,
LEICHTHARDT, NSW, 2040.

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DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
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Date: 25/10 2015

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Yours sincerely,

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Annandale

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judyrcroucher288@gmail.com

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WESTCONNEX PROJECT

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- I object to the lodging of this EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to AECOM being paid millions to do an EIS for a project it which it already has a large commercial stake.
- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. Any purported travel time savings are insufficient to justify the huge social and economic toll on communities.
- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were not consulted for the economic impact study. The losses of small business beyond the immediate project area have been ignored.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing."
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in and near the project area.

Yours sincerely,

Name: Virginia Sheen

Address: 141 Francis St Lilyfield

Phone (Opt):

Email:

3598

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

Date: 25 Oct 2015

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Yours sincerely,

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Secretary
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Date: 25/10/2015 3599

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